Annual report of the Secretary of Internal Affairs

Pennsylvania. Dept. of Internal Affairs

Digitized by Google

385.374
P12
cop.1

Digitized by Google

ANNUAL REPORT

OF THE

Secretary of Internal Affairs

OF THE

COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1896

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies.

CLARENCE M. BUSCH,
STATE PRINTER OF PENNSYLVANIA.
1897.

Digitized by Google

LELAND STANFORD JUNIOR
LIBRARY
UNIVERSITY.

A277260

Digitized by Google

ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR ENDING JUNE 30, 1896.

COMMUNICATION.

Department of Internal Affairs,
Harrisburg, December 2, 1896.

To His Excellency, Daniel H. Hastings,
Governor of the Commonwealth of Pennsylvania:

Sir: In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the General Assembly, a report of this Department, Part IV, covering the affairs of Railroad, Canal, Navigation, Telegraph and Telephone Companies for the year ending June 30, 1896.

I am, very respectfully,
Your obedient servant,
JAMES W. LATTA,
Secretary of Internal Affairs.

A.-9-96

Digitized by Google

Digitized by Google

LETTER OF TRANSMITTAL.

Harrisburg, December 2, 1896.

Hon. James W. Latta, Secretary of Internal Affairs of the Commonwealth of Pennsylvania:

Sir: I have the honor to present herewith the report of the Railway Bureau for the year ending June 30, 1896, for transmission to the General Assembly, as required by law.

Very truly yours,

ISAAC B. BROWN,
Superintendent Bureau of Railways.

Digitized by Google

Digitized by Google

REPORT.

Until one year ago great difficulty was experienced in obtaining reports from some of the corporations within the time prescribed by law. The act of 1889 requires that steam railway, street railway, telegraph, telephone and canal companies shall file their annual reports in this Bureau on or before the 31st day of August, for the fiscal year ending June 30. It often occurred prior to 1895 that reports were delayed so long that they could not be included in the annual report of this Bureau, and in many cases where reports were received, they were delayed so long that there was not time to compile them for publication. The policy adopted last year to certify delinquent companies, whose reports wer not on file by the 31st of August, to the Attorney General for the collection of the penalty provided by law, has greatly facilitated the work of the Bureau. While all of the reports this year were not filed by the 31st of August, assurance was given by the delinquent companies that they would be forwarded a short time after that date. In the most of such cases additional time was asked for, as the work of preparing the reports took so much time that the larger corporations could not possibly arrange the data within the time specified. It is a satisfaction to state that but little difficulty has been encountered this year, especially with the steam roads, and that every such corporation has made a report which is included in this publication. Only four companies in the entire list have been certified to the Attorney General for the collection of the penalty, and these are street railway companies whose lines have not yet been completed. The officers having entirely neglected the duty imposed upon them by law, there was no other course to take than to make the certification referred to. The knowledge that such certification will be made in cases of neglect to discharge the duty imposed by law, will undoubtedly have the desired effect of relieving the Bureau of a great deal of work made necessary by not having the reports filed within the time specified in the act of 1889.

A synopsis of the report of each company has been published showing the date of organization, or reorganization in the case of con-

Digitized by Google

solidation, the names and post office addresses of the board of directors and the other officers of the corporation, the length of line, the termini, and the general balance sheet exhibiting the financial standing of the company at the end of the fiscal year. In addition to this information, which is arranged for each company alphabetically, tables have been prepared as follows:

Table A. Total par value of stock authorized; total amount outstanding and amount of dividends. This information is given as a whole and in detail.

Table B. Debt and interest classified as follows: Total amount of funded debt; total amount of current liabilities; total amount of funded debt and current liabilities; total amount of current assets; amount of interest accrued during the year. The totals under the first five headings are given, and detailed information with reference to each corporation.

Table C. Cost of road and equipment classified as follows: Total cost of roads owned; total cost of equipment owned; total cost of road and equipment to June 30, 1896; average cost of construction per mile of road; average cost of equipment per mile of road.

Table D. Mileage classified as follows: Length of main line and branches; length of line of proprietary companies; line operated under lease; line operated under contract; line operated under trackage rights; total mileage operated. In this table data is also compiled showing number of miles of railway operated in Pennsylvania, miles of new line constructed during the year, and aggregate length of all tracks, including yard tracks, sidings and spurs.

Table E. Equipment, and persons employed classified as follows: Equipment—Number of locomotives; number of cars in passenger service; number of cars in freight service; number of cars in company's service; total number of cars owned; number of cars in fast freight service; number of cars leased. Employes—Total number of employes; total yearly compensation; average daily compensation.

Table F. Train mileage classified as follows: Number of miles run by passenger trains; number of miles run by freight trains; number of miles run by mixed trains; total number of miles run.

Table G. Number of passengers carried, cost per mile, etc., classified as follows: Number of passengers carried earning revenue; number of passengers carried one mile; average distance carried; total passenger revenue; average amount received from each passenger; average receipts per passenger per mile; passenger earnings per train mile; passenger earnings per mile of road.

Table H. Kinds of freight carried in tons classified as follows: Products of agriculture; products of animals; products of mines; products of forests; manufactures; merchandise; miscellaneous.

Digitized by Google

Table I. Quantity of freight carried, cost per ton, etc., classified as follows: Number of tons carried of freight earning revenue; number of tons carried one mile; average distance haul of one ton; total freight revenue; average amount received for each ton of freight; average receipts per ton per mile; freight earnings per train mile; freight earnings per mile of road.

Table J. Earnings and income during the year, classified as follows: Passenger earnings; freight earnings; other earnings from operation; total earnings from operation; income from other sources; total earnings and income.

Table K. Expenses during the year, classified as follows: Maintenance of ways and structures; maintenance of equipment; conducting transportation; general expenses; total operating expenses.

Table L. Accidents, classified as follows: Number of passengers killed and injured; number of employes killed and injured; number of other persons killed and injured; total killed and injured.

In addition to these tables a number of comparative tables have been prepared, giving interesting statistics for the five years ending June 30, 1896.

The first table shows the amount of funded and floating debt for each year of the period mentioned. It shows whether there has been an increase or decrease in the debt of any of the roads included, and whether the total indebtedness has increased or decreased from year to year.

The second table shows cost of road and equipment, and from it can be ascertained what additions have been made from year to year in the cost of road and equipment.

The third table shows the number of passengers carried, and also the aggregate number carried each year by all the operating companies.

The fourth table shows the total number of passengers carried for each of the five years.

The fifth table shows the earnings from operations and other income for each of the companies named, whether the same be from operation or lease of road, and the total earnings received by all the companies.

The sixth table shows the entire expenses incurred from operation and other causes.

The last table shows the number of passengers, employes and other persons who have been killed or injured on each of the lines named.

Digitized by Google

STOCK CAPITALIZATION.

The aggregate amount of capital stock of steam railways reporting for the year ending June 30, 1896, is $985,503,189, indicating an increase during the year of $39,190,239. Some of the items that make up this apparent increase are found in the reports of the roads whose lines were constructed during the year; other items are found in the reports of roads a portion of whose stock capitalization as now reported represented money expended in construction prior to the beginning of the fiscal year covered by this report. There were several companies whose lines had been in part constructed prior to the commencement of the fiscal year, but the officers were unable to give definite information as to the amount of capital stock expended in construction through existing contracts. Other changes have occurred where consolidations and mergers have taken place, causing in some cases an increase of capital stock, and in others a decrease. Last year the New York, Lake Erie and Western reported a stock capitalization of $86,373,600, while the report for the present year, under the new name of the Erie Railroad, shows a stock capitalization of $146,000,000. There has been substantially a merger of the New York, Lake Erie and Western and its subsidiary companies, with the New York, Pennsylvania and Ohio, under the name of the Erie Railroad Company. The amount of capital stock reported last year by the New York, Pennsylvania and Ohio was $45,000,000, and although this road has been practically merged, there is still a stock capital of $20,000,000 reported under a new corporation of another name, the "Nypano." Combining the reports of these two corporations, they show a total capital stock of $166,000,000, or $34,000,000 more than the reports of the two companies for last year showed outstanding. It will be seen, therefore, that the great bulk of the capital stock increase is found in the return from the Erie Railroad, growing out of the reorganization and the merger referred to. Other roads reporting a considerable increase in stock capitalization are the Buffalo and Susquehanna, $408,000; Delaware Railroad and Bridge Company, $900,000; Philadelphia and Reading, $173,000; South Chester, $150,000; Trenton Delaware Bridge Company, $298,900; Waynesburg and Washington, $101,000. The five roads having the greatest stock capitalization are the Erie, $146,000,000; Pennsylvania, $129,302,600; Lake Shore and Michigan Southern, $50,000,000; Pittsburg, Cincinnati, Chicago and St. Louis, $47,698,601; Philadelphia and Reading, $41,400,861. The combined stock capitalization

Digitized by Google

of these five companies is about 42½ per cent. of the total amount reported, although they constitute less than 2 per cent. of the number of steam roads reporting stock outstanding.

In 1895 the reports of the Interstate Commerce Commission showed that in the United States the steam railways had stock outstanding to the amount of $4,961,258,656, indicating that the railway corporations reporting to this Bureau, having a stock capitalization of $985,503,189, represent about one-fifth of the entire stock capitalization in the United States.

DIVIDENDS.

The entire amount of stock capitalization, as before shown, is $985,503,189, and the number of corporations which contribute items thereto is 278. Of this number 80 report the payment of dividends amounting to $25,340,859; the others, 198 in number, report no dividends. About 29 per cent. in number pay dividends, and 71 per cent. closed out the operations for the year without any return to their stockholders. The capital stock of the corporations paying dividends is reported at $477,477,992, indicating that the average dividend is about five per cent. Computed on the entire capital stock investment reported, the average dividend is found to be 2.5 per cent.

Comparing these statistics with the data compiled from the reports of the previous year, when the entire stock capital was found to be $946,312,950, and the entire dividends paid $24,527,426, it is found that of the 259 corporations then reporting 82 paid the entire amount of dividends above stated, to wit: $24,527,426, while the balance of 177 paid no dividends—32 per cent. in number paying dividends, and 68 per cent. not paying. The average percentage of dividends paid by the 82 companies embracing a stock capitalization of $448,000,417, was about 5.5 per cent. The average per cent. of dividend then paid on the entire amount of stock capitalization was practically the same as for the year covered by this report.

As before seen, the capital stock of the companies reporting to this Bureau for the year covered by this report, paying dividends, is $477,477,992, and the total capital stock is $985,503,189, indicating that of the entire capital stock about 49 per cent. is dividend-paying stock. For the preceding year, where the capital stock was $946,-?12,950, about 47 per cent. paid dividends. These figures are in marked contrast to the returns made to the Interstate Commerce

Digitized by Google

Commission for the year ending June 30, 1895. From the report of the Commission it is found that of the $4,961,258,656 capital stock, $3,475,640,203 paid no dividends, leaving only about 29 per cent. of the entire stock capitalization of the United States which returned dividends to its holders.

FUNDED INDEBTEDNESS.

The funded indebtedness of the steam railway companies at the close of the fiscal year is reported at $897,086,938, which, exclusive of current liabilities, makes the entire capitalization $1,882,590,127. If to this total capitalization made from stock outstanding and funded indebtedness there be added current liabilities or the existing unfunded indebtedness, the total would be $2,007,191,535. Last year this total was reported at $2,032,505,172, a decrease in totals of $25,313,637. The total capital stock and funded indebtedness reported last year was $1,908,597,490. It is somewhat significant that while there has been an increase of some thirty-nine millions of dollars in capital stock, there has been an apparent decrease of funded indebtedness of $65,197,601, resulting in a decrease of the total capitalization of $26,007,363. In the report for the previous year, reference was made to the proposed merger of the New York, Pennsylvania and Ohio with the New York, Lake Erie and Western, which would result in eliminating from the funded debt totals of the excessive amount of funded indebtedness of the New York, Pennsylvania and Ohio. Few roads in the United States had such a burden of indebtedness per mile of road, and it is not surprising that its merger has resulted in wiping out many millions of indebtedness of questionable character. The two roads referred to are consolidated under the title of "The Erie Railroad Company." Last year they had a combined funded indebtedness of $205,914,512. The new company now reports but $131,436,783, a decrease of $74,477,729. Scarcely will a parallel be found where so much alleged funded indebtedness has been stricken from the financial reports of railway corporations reporting to the authorities of Pennsylvania. If such indebtedness were genuine and represented actual dollar for dollar investments, the loss to investors has been appalling. It is believed, however, by many that much of the indebtedness of the New York, Pennsylvania and Ohio was of a fictitious character and that most of the losses consist in the failure to realize returns on capital badly diluted.

As before seen, the entire capitalization, including funded indebtedness, capital stock and current liabilities, is $2,007,191,535. The percentage of capital stock to the total capitalization is about 49.7

Digitized by Google

per cent.; the percentage of funded indebtedness to the total capitalization, about 44.1 per cent., and the other forms of indebtedness (current liabilities, etc.,) about 6.2 per cent. of the total capitalization. The report of the Interstate Commerce Commission for the year ending June 30, 1895, shows the total stock capitalization of the railways of the United States to be $4,961,258,656; the funded indebtedness to be $5,385,495,573, and other forms of indebtedness (current liabilities, etc.), $616,830,156; or a total of $10,963,584,385. The capital stock is therefore 45.25 per cent. of the total capitalization; the funded indebtedness 49.12 per cent., and other forms of indebtedness 5.63 per cent. It is reasonably certain that the percentages in these statistics as indicated by the returns of the Inter-State Commerce Commission for the year ending June 30, 1895, will not be materially changed by the returns made for 1896, and the disparities in percentages existing between the returns made to this Bureau for the year 1896 and those made to the Inter-State Commerce Commission for 1895, will no doubt be about the same when comparison is made between the returns to this Bureau for 1896 and the returns to the Inter-State Commerce Commission for the same year. It may, therefore, be safely said that the proportion of capital stock of the roads reporting to this Bureau to the total capitalization, is about 4 per cent greater than the proportion of capital stock to the total capitalization of the railways of the United States. It is also found that the funded indebtedness of the railways reporting to this Bureau is about 4 per cent. less, to the total capitalization, than is the funded indebtedness to the total capitalization of all the railways of the United States. It must not, however, be overlooked that while the other forms of indebtedness (current liabilities, etc.) in the United States are 5.63 per cent. of the total capitalization, it is 6.2 in Pennsylvania.

These figures certainly indicate a financial condition favorable to the roads reporting to this Bureau, when compared with similar data regarding the roads of the entire country.

While the financial standing of these steam railway corporations is largely measurable by the burden of funded indebtedness they severally carry, yet there are many of them that own stocks and bonds from which a large revenue is obtained and which in effect lighten the burden of indebtedness proportionate to the revenue earning value of such stocks and bonds. The total amount of stocks owned by the railways reporting to this Bureau is $271,363,734, and of other stocks owned $26,757,482; or a total of stocks owned of $298,121,216. In addition to this amount, bonds are owned of other railway corporations amounting to $71,514,061, and bonds of corporations other than railways amounting to $10,322,500; or a total of bonds owned of $81,836,561; a grand total of stocks and bonds owned of $379,957,777.

Digitized by Google

While the total stock capitalization of these roads is $985,503,189, yet their ownership of stocks of other railways and other corporations amounts to about 32 per cent. of their own entire stock capitalization outstanding. Their ownership of bonds of other corporations amounts to about 9 per cent. of their own entire funded indebtedness, and their ownership of stocks and bonds is about 20 per cent. of their entire capitalization of stocks and bonds outstanding. The Pennsylvania Railroad Company has the greatest ownership of stocks and bonds, $171,170,138. The Pennsylvania Company has the next largest amount, $69,303,917; then the Philadelphia and Reading, $34,487,723; Lehigh Valley, $23,985,384; Lake Shore and Michigan Southern, $21,174,186; a total of $320,122,084; or a percentage of the total amount of stocks and bonds owned by all the railways reporting to this Bureau of about 84 per cent. It will also be seen that of the $320,121,312 stocks and bonds owned by these five companies, the Pennsylvania Railroad owns more than one-half of the entire amount. The total funded indebtedness and capital stock of the Pennsylvania Railroad is $212,958,440, while the stocks and bonds owned by it amount to $171,170,138; or about 85 per cent. of the funded indebtedness and capital stock outstanding.

COST OF ROAD AND EQUIPMENT.

The total cost of road and equipment of the 278 steam railway corporations whose reports have been filed in this Bureau for the fiscal year ending June 30, 1896, is $1,536,070,100. A comparison with the capital stock and funded indebtedness shows that the amount of these two items is far in excess of the amount reported as indicating the cost of road and equipment. The amounts reported as indicating cost of road and equipment for the last seven years are as follows: In 1890, $1,308,043,742; in 1891, $1,412,642,276; in 1892, $1,563,242,958; in 1893, $1,519,314,868; in 1894, $1,538,501,235; in 1895, $1,579,857,035; in 1896, $1,536,070,100. A comparison with the years preceding 1890 would show a greater percentage of increase in the amounts reported from year to year as representing the cost of road and equipment. It is apparent, therefore, that the depressed conditions that have overtaken the financial affairs of the United States have limited materially the capitalization which otherwise would have swollen the figures representing the cost of road and equipment. The disparity, however, between the amounts reported for 1895 and 1896, a decrease of $43,786,933, is not due to an actual reduction of the cost of road and equipment, but is accounted for in the consoli-

Digitized by Google

dation and merger of roads by which the new corporations report a less amount as representing cost of road and equipment. For instance, in last year's report the combined cost of road and equipment of the New York, Pennsylvania and Ohio, and the New York, Lake Erie and Western, now consolidated into a corporation known as the Erie Railroad Company, was many millions more than that reported by the present management of the Erie Railroad Company. This reduced amount accounts for the disparity between the figures returned for 1895 and those returned for 1896. If to the amount reported as indicating cost of road and equipment there be added the amount of stock and bonds owned by the corporations, to wit: $379,957,777, it will be found that the amount, to wit: $1,737,672,149, still falls short of equaling the total capitalization to the amount of $269,424,786. These figures indicate a condition somewhat different from that shown by the figures published by the Interstate Commerce Commission, as representing the cost of road and equipment and capitalization in the United States, for it appears from the figures of the Commission that the cost of road and equipment exceeds the total capitalization.

There are seven great railway corporations reporting to this Bureau whose cost of road and equipment is upwards of $750,000,000. These are the Erie, $274,302,545; Pennsylvania, $115,567,004; Philadelphia and Reading, $108,818,775; Pittsburg, Cincinnati, Chicago and St. Louis, $93,743,340; Lake Shore and Michigan Southern $84,000,000; Western New York and Pennsylvania, $51,424,067; Pittsburg, Fort Wayne and Chicago, $50,171,828; making a total of $778,027,559. It will be seen that these seven leading railway corporations of Pennsylvania report a cost of road and equipment equal to one-half the entire amount reported by all of the other 271 corporations.

RAILWAY EQUIPMENT.

The public service of a railway corporation depends upon its ability to conserve the convenience, safety and economy of the passenger and the shipper. The quality and quantity of both passenger and freight cars are important in considering the public service of a railway corporation, especially with reference to convenience. The data compiled from the reports made to this Bureau clearly establishes the fact that the convenience of the traveler and the shipper is conserved by the railways whose reports are filed here to a greater degree than exists generally throughout the United States. There may

Digitized by Google

be some localities where as favorable conditions exist, but by comparison with the data contained in the national reports the most favorable conditions are found in Pennsylvania. In the United States there were in 1895, 20 locomotives per 100 miles of road, including passenger, freight and switching locomotives, while in Pennsylvania there are 41 such locomotives per 100 miles of road. In the United States the number of passenger cars per 100 miles of road in 1895 was 19, freight cars 673, other freight cars in companies' service 23; or a total of 715. In Pennsylvania there are now 35 passenger cars, 1,721 freight cars and 58 other freight cars in companies' service; or a total of 1,814 per 100 miles of road. It will be seen, therefore, that in all comparisons made having reference to equipment, the Pennsylvania roads have on the average more than double the amount of equipment found on the entire railway system of the United States, except in the case of passenger cars, where the average in the United States per 100 miles of road is 19 and in Pennsylvania 35. During the depressed financial condition of the country, which has existed since 1892, there has been a considerable falling off in the facilities for freight shipment in the United States. For instance, in 1894 there were 686 freight cars per 100 miles of road, and 673 in 1895. Or, to state the case in a more comprehensive way, in 1894 there were in the freight service of the United States 1,205,169 cars, and in 1895, 1,196,119; or a decrease of 9,050 cars. It may be presumed that a large number of these cars which no longer enter into the enumeration of freight equipment are old and unserviceable and have not been considered of sufficient value to be repaired or replaced by the construction of new equipment, for the reasons that the conditions surrounding the railway interests of the country gave little or no assurance that such repaired or renewed equipment would warrant the investment of the necessary money. While this observation is true as applied to the railways of the nation generally, again it is found that more favorable conditions exist in Pennsylvania, for in 1894 there were 309,397 cars in the freight service; in 1895, 329,606, and in the year covered by this report, 336,571. But little change is found in the data with reference to passenger cars in comparing the number of such cars in the United States with the number in Pennsylvania. In the United States in 1894 there were 33,018 passenger cars, and 33,112 in 1895. In Pennsylvania in 1894 there were 6,670 cars in the passenger service; in 1895, 6,785, and in 1896, 6,782. While these figures with reference to passenger cars exhibit a more favorable condition than is found in the data referring to freight cars, yet if statistics were examined from 1888 to 1893, it would be found that there was a most marked increase in the railway equipment for the transportation of passengers and freight. It is probable, however, that additions of cars to the freight

Digitized by Google

equipment of roads, not only in whole or in part in Pennsylvania, but as well in the entire United States, have been retarded to a very appreciable extent by a quite general use of shippers' cars in the transportation of the commerce of the nation. In the reports heretofore made by this Bureau extended comments have been made to indicate the baneful results which flow from such use of shippers' cars,—results which are not only prejudicial to the general shippers of commerce, but alike prejudicial to the interests of the railway stockholders. If there be such a thing in our body politic as "The interests of the favored few to the injury of the masses," it probably exists in an intensified form by a manufacturer or a producer of articles of commerce having his own cars in which to ship his productions to market. He is assured of having a very large income of the railways for his investment in his own cars, and is enabled to put his productions in the market rapidly and at such times as will enable him to realize quickly from an advancement of prices in the markets affecting his particular kind of production, while his less fortunate competitor, who is not supplied with his own cars, must depend upon such facilities as the railway corporations may be able to furnish him, being subject possibly at times to the caprice of the local representative of the company, as well as to the inability of the company to furnish him either the number of cars desired or at the time the cars may be wanted.

No student can pass from a study of this feature of the railway problem without becoming convinced that the use of shippers' cars in the transportation of commodities furnishes the most prolific source of discrimination that confronts those concerned in securing equitable facilities in transportation. He will also become convinced that the use of shippers' cars is most prejudicial in a financial way to the interests of the railway corporations of the United States. It is impossible to estimate to what extent the use of shippers' cars has affected and now impairs the growth of freight equipment owned by the railway corporations of the country. It is certain, however, that the depressed financial conditions and the use of shippers' cars, both or either, have greatly retarded the increase, if not compelled a decrease in the number of freight cars owned in the railway service. The following table will exhibit the equipment owned by ten of the leading roads reporting to this Bureau, from which it will be seen that these corporations own a very large proportion of the entire equipment of the roads reporting to this Bureau, and when compared with other data, that they also carry a proportionate number of passengers and a proportionate amount of freight.

Digitized by Google

Table showing number of locomotives, owned and leased, number of passenger, freight and cars in company's service; also total number of cars owned and leased by ten leading companies named.

Name of Company.	Number of locomotives.	Number of passenger cars.	Number of freight cars.	Number of cars in company's service.	Total number of cars owned and leased.
Delaware, Lackawanna and Western,	246	229	16,571	321	17,121
Erie,	689	667	30,795	355	31,817
Lake Shore and Michigan Southern,	554	419	19,414	735	20,588
Lehigh Valley,	730	381	47,899	1,616	49,896
Northern Central,	191	160	9,787	416	10,363
Pennsylvania,	1,803	1,749	63,564	3,898	69,211
Pennsylvania Company,	502	456	39,229	371	40,056
Philadelphia and Reading,	784	729	27,566	681	28,976
Pittsburgh, Cincinnati, Chicago and St. Louis,	442	362	10,708	322	11,392
Western New York and Pennsylvania,	149	123	7,828	393	8,344
Total,	6,090	5,275	273,381	9,108	287,786

The equipment given by the Pennsylvania Company includes all the equipment owned by the P., F. W. & C. R. R., C. & P. R. R., E. & P. R. R., N. C. & B. V. R. R. & R. B. F. & W. R. R., but does not include that of lines operated by the Pennsylvania Company, whose lines are entirely outside of the State.

MILEAGE.

In determining the mileage, state and national statisticians generally classify mileage with reference to length of line owned, length of line of proprietary company (by this is meant companies whose capital stock is owned by another company); length of line operated under lease by which a fixed charge or rental is made; length of line operated under some other form of contract; length of line operated under trackage rights. These five classifications constitute the total mileage of railways. It is apparent, however, that there is a duplication of the mileage thus reported, arising from including trackage rights, the fifth classification. For instance, where a railway owning its own lines instead of constructing a line parallel with another railway, by agreement has the right to use the track of the road it would otherwise parallel, includes such trackage rights in its re-

Digitized by Google

port of total mileage. The total mileage of Pennsylvania is therefore increased by adding trackage rights to the amount of 609.73 miles, according to the classifications indicated. The total mileage of roads whose operating reports are filed in this department is 19,560.32 miles. Of this 10,054.38 miles are within the limits of the State. Last year the total mileage reported to this department was 18,945.09 miles. The total mileage within the State was 9,761.89 miles, showing an increase of 615.23 miles in the total mileage, and 292.49 in the State. This increase is due to including new track construction, and also to the fact that operating companies made reports this year whose lines were only partly constructed at the close of the last fiscal year, and consequently they reported no mileage then. This all appears as new mileage in the tabulations for this year. In the reports of the Interstate Commerce Commission the total mileage in Pennsylvania is given at 9,751.39 miles for the year 1895. If to this amount be added the increase shown by the returns for this year, the amount is 10,043.88 miles, showing a discrepancy between the reports of the mileage as filed in this Bureau and the statistics with reference to Pennsylvania mileage in the reports of the Interstate Commerce Commission of 10.5 miles. The total mileage in the United States in 1895 was 180,657.47 miles, and it appears therefore that the railway mileage in Pennsylvania is 5.2 per cent. of the entire mileage in the country, and of mileage operated by corporations making their reports here, to wit: 19,560.32 miles, 10.5 per cent. It is understood, of course, that this percentage is not strictly correct, as comparison is made with the mileage now found in Pennsylvania with that reported in the United States for 1895. If the exact figures were known as to the mileage in the United States this year, the percentage in Pennsylvania would no doubt show a slight decrease. The following table shows the mileage in each State and Territory; the percentage of the total mileage of the United States which each State and Territory has; the mileage per each 100 square miles of territory, and the amount of mileage for each 10,000 inhabitants in each State and Territory. This table covers the year ending June 30, 1895, and may be presumed to be substantially correct.

Digitized by Google

Summary of Railway Mileage in the United States by States and Territories.

State or Territory.	Mileage on June 30, 1895.			Number of miles of line per 100 per square miles of territory.*	Number of miles of line per 10,000 inhabitants.†
	Total.	Proportion to total mileage.	Increase over June 30, 1894.		
Alabama	3,700.59	2.05	18.02	7.18	22.24
Arkansas	2,544.22	1.41	77.23	4.80	20.51
California	4,853.26	2.69	18.14	3.11	36.54
Colorado	4,550.95	2.52	21.12	4.39	100.35
Connecticut	1,008.25	.56	14.97	20.81	12.28
Delaware	317.77	.17	.....	16.21	17.14
Florida	2,999.81	1.66	73.21	3.53	69.74
Georgia	5,101.59	2.82	2.57	8.65	25.24
Idaho	1,983.28	.99	12.65	1.29	117.21
Illinois	10,649.28	5.90	188.70	19.02	25.32
Indiana	6,395.28	3.54	69.12	17.81	26.53
Iowa	8,513.37	4.71	35.83	15.35	40.50
Kansas	8,812.03	4.88	128.18	10.78	56.16
Kentucky	3,033.94	1.68	13.14	7.58	11.85
Louisiana	2,105.82	1.16	55.31	4.64	17.12
Maine	1,642.99	.91	132.86	5.50	22.61
Maryland	1,300.56	.72	9.39	13.19	11.35
Massachusetts	2,118.86	1.17	.47	26.35	8.61
Michigan	7,677.86	4.25	44.63	13.37	33.35
Minnesota	6,045.42	3.35	36.35	7.63	42.22
Mississippi	2,509.19	1.39	26.93	5.41	17.67
Missouri	6,591.97	3.65	92.96	9.59	22.38
Montana	2,841.05	1.57	105.79	1.86	195.55
Nebraska	5,565.67	3.08	25.62	7.24	47.79
Nevada	915.62	.51	18.75	.83	182.65
New Hampshire	1,206.48	.67	15.48	13.39	29.14
New Jersey	2,215.62	1.23	60.40	29.72	12.95
New York	8,102.81	4.49	30.97	17.02	12.29
North Carolina	3,437.01	1.90	4.57	7.08	19.32
North Dakota	2,522.49	1.40	7.49	3.60	125.65
Ohio	8,615.23	4.77	68.50	21.13	21.34
Oregon	1,520.57	.84	18.21	1.61	44.08
Pennsylvania	9,751.39	5.40	157.00	21.67	16.87
Rhode Island	221.06	.12	15.00	20.37	5.82
South Carolina	2,635.76	1.46	51.30	8.74	20.83
South Dakota	2,798.30	1.55	1.97	3.64	77.45
Tennessee	3,110.48	1.72	45.91	7.45	16.01
Texas	9,274.75	5.19	110.41	3.57	38.14
Vermont	981.09	.54	16.72	10.74	23.84
Virginia	3,574.12	1.98	9.66	8.91	19.63
Washington	2,840.18	1.57	29.26	4.25	73.89
West Virginia	1,993.74	1.10	57.87	8.69	21.78
Wisconsin	6,050.93	3.35	27.98	11.11	32.62
Wyoming	1,179.97	.65	20.19	1.21	176.21
Alaska	.....	.....	.....	.....	.....
Arizona	1,373.41	.76	247.41	1.22	208.51
District of Columbia	98.57	.02	.22	47.62	1.13
Indian Territory	1,000.26	.55	‡10.57	3.23	50.66
New Mexico	1,487.31	.82	72.77	1.21	88.22
Oklahoma	382.39	.21	.....	.98	56.17
Utah	1,375.72	.76	17.19	1.67	60.20

*On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.
†On basis of 69,051,571 population for 1895, which is reached by adding to the population of the United States in 1890, 62,801,571, an estimated annual increase of 1,250,000 for each successive year.
‡Decrease.

For five years preceding 1892 the increase of mileage in the United States was several thousand miles per year, but the increase since 1892 has been comparatively trifling. To what extent this falling off in the increase of mileage is due to the financial depression that has prevailed for several years, or to what extent it is attributable

Digitized by Google

to the fact that railway development in the United States had proceeded so far prior to 1892 as to render additional construction non-remunerative from a financial standpoint, cannot be easily ascertained. It is apparent, however, that the most potent influence in the way of additional construction of mileage has been the financial condition of the country. A detailed statement of the amount of the mileage owned by each corporation, and the amount leased or controlled by each corporation, is found in the tabulations embraced in table D accompanying this report.

RAILWAY EMPLOYES AND THEIR COMPENSATION.

The railways of the United States are the most important factors of all concerned in our national commerce. Without them stagnation of business would exist on all sides and throughout the entire country. The railways are also extremely important to those persons who depend upon their daily toil for subsistence. The importance of this statement cannot be too strongly emphasized. On the roads reporting to this Bureau for the year ending June 30, 1896, there were employed 194,324 persons. This includes those under the heads of General Administration, Maintenance of Way and Structures, Maintenance of Equipment and Conducting Transportation, but, of course, does not include those employed by corporations not making reports to this Bureau who are engaged in the construction of railway equipment. The number of persons so employed cannot be ascertained from the reports filed here. It appears, therefore, that there are substantially a million persons who are sustained through the employment given by the railways of the Commonwealth. The number of employes in 1892 was 213,573; in 1893, 200,158; in 1894, 176,228; in 1895, 193,161; in 1896, 194,324.

While the imprint of the depressed financial conditions that have afflicted the business affairs of the country is clearly seen in the decreased number of employes on the railways, it is a satisfaction to note that there has been an increase in 1896 over 1895 of 1,163. Notwithstanding this increase, however, the number is now many thousand less than in 1892. Referring to the number of employes in 1888, we find that if the percentage of increase between that date and 1892 had been maintained to the present time, the number would now be about 275,000. It is probable that there has been as much suffering among railway employes as among any of the other classes of labor, as thousands of them who were in the service have been absolutely thrown out of employment. While this is a fact that cannot be sue-

Digitized by Google

cessfully disputed, it is also a fact that the daily compensation of the railway employe on the roads of Pennsylvania, as well as those of the United States, has been generally maintained. The reports show that the conductor, the engineer, the brakeman, the mechanic, the carpenter and even the trackman has been paid substantially the same daily compensation he received before the advent of the hard times. This statement, however, will not apply to the annual compensation, as the employes have not been so constantly employed as in previous years. It must be admitted that it is a credit to the railways of the country that they have maintained the daily rate of compensation, notwithstanding the fact that the railway stockholder has generally gone without dividends, and in many cases the bondsman has gone without interest on his bond; and, besides this, the daily rates of compensation have even been maintained on railways that have gone into the hands of receivers.

The following eight companies report the largest number of employes, ranging from 6,592 for the Philadelphia, Wilmington and Baltimore to 53,426 for the Pennsylvania; Philadelphia, Wilmington and Baltimore, 6,592; Pittsburg, Cincinnati, Chicago and St. Louis, 10,347; Pennsylvania Company, 12,200; Lake Shore and Michigan Southern, 13,893; Philadelphia and Reading, 16,160; Lehigh Valley, 16,769; Erie, 20,566; Pennsylvania, 53,426.

It is understood with reference to these figures that by the Pennsylvania is meant the lines of the Pennsylvania Railroad Company east of Erie and Pittsburg, which would not include the Northern Central or Philadelphia, Wilmington and Baltimore. These eight companies employ 77 per cent. of the employes on all the roads reporting to this Bureau, and they pay annually to their employes $86,504,371, of which amount the Pennsylvania paid $31,571,909. The amount paid by these companies is about 80 per cent. of the entire amount paid by all the roads reporting here. An interesting feature is found in the fact that the Pennsylvania and four other roads belonging to that system, the Northern Central, Pennsylvania Company, Pittsburg, Cincinnati, Chicago and St. Louis and Philadelphia, Wilmington and Baltimore, employ 87,242 persons, or 45 per cent. of the entire number, 194,324, and paid in compensation $51,481,916, or 47 per cent. of the entire amount paid by all the roads, $108,987,641. Considering the number of employes on the Pennsylvania system and estimating that there are five persons maintained to each employe, it would seem that there are upwards of 435,000 persons dependent for a livelihood upon the compensation paid by this system alone, or a greater number of persons than are comprised in the population of either New Hampshire, Rhode Island, Delaware, Florida, North Dakota, South Dakota, Montana, Wyoming, Idaho, Nevada, Utah, Washington or Oregon, or as many people

Digitized by Google

as there are in the four States of Delaware, Montana, Nevada and Idaho. These facts alone show the wonderful importance of the railways, not only to commerce, but to a large element of our population who are dependent thereon for their subsistence. No data are at hand to show the number of employes in the United States for the year 1896, but complete statistics are at hand for the years 1890 to 1895 inclusive. In 1890 there were 749,301; in 1891, 784,285; in 1892, 821,415; in 1893, 873,602; in 1894, 779,608; in 1895, 785,034. These figures show that the financial depression since 1892 affected the number of employes in the United States substantially the same as in Pennsylvania; that while there has been a slight increase from 1894 to 1895 in Pennsylvania, there has also been a slight increase throughout the country generally, and it may be presumed that when the data is compiled for the United States for the year ending June 30, 1896, about the same percentage of increase will be shown between those statistics and those presented for Pennsylvania in this report. In computing the number of railway employes both in Pennsylvania and in the United States, it must be remembered that there has been a slight increase in railway mileage, which of itself would cause an increase in the number of employes. The true test in making comparisons is to compare one year with another with reference to the number of men employed per 100 miles of road. Such comparison will disclose the fact that while there has been a falling off in the number of employes, there has been a greater percentage of decrease in the number of employes per 100 miles of road. In the United States in 1890 there were 479 employes per 100 miles of road; in 1891, 486; in 1892; 506; in 1893, 515; in 1894, 444; in 1895, 441. In other words, there were 65 fewer employes per 100 miles of line in 1895 than there were in 1892, when the stagnation of business began. The table given herewith will show the number of employes in the United States from 1890 to 1895 inclusive, distributed under five classifications, General Administration, Maintenance of Way and Structures, Maintenance of Equipment, Conducting Transportation, and Unclassified. In Pennsylvania in 1896 there were 993 employes per 100 miles of road, which shows a marked contrast to the number of employes per 100 miles of road in the United States.

Digitized by Google

Table Showing Classification of Railway Employes of the United States for the years given, with reference to their employment.

Year.	General Administration.		Maintenance of Way and Structures.		Maintenance of Equipment.		Conducting Transportation.		Unclassified.		Total.	
	Number.	Per 100 miles of road.	Number.	Per 100 miles of road.	Number.	Per 100 miles of road.	Number.	Per 100 miles of road.	Number.	Per 100 miles of road.	Number.	Per 100 miles of road.
1895	32,525	18	226,039	128	155,630	88	362,419	204	7,621	4	785,034	442
1894	31,749	18	216,371	123	151,974	86	365,892	208	14,622	8	779,608	443
1893	35,384	21	256,212	151	175,464	103	397,915	234	8,627	5	873,602	514
1892	33,216	21	249,638	154	165,325	102	372,472	229	764	*	821,415	506
1891	28,369	18	215,863	134	141,170	87	319,812	198	79,071	49	784,285	486
1890	24,648	16	195,367	125	123,403	79	280,301	179	125,582	80	749,301	479

*Less than one.

Digitized by Google

NUMBER OF PASSENGERS CARRIED.

The number of passengers carried earning revenue during the year ending June 30, 1896, was 128,334,466. The number carried one mile was 2,517,994,051. The Pennsylvania carried 37,649,227; the Philadelphia and Reading, 19,311,581; Erie, 12,443,490; Lehigh Valley, 4,976,713; Lake Shore and Michigan Southern, 4,634,238; Northern Central, 4,085,739; Pennsylvania Company, including the Erie and Pittsburg, Pittsburg, Fort Wayne and Chicago, Cleveland and Pittsburg, Rochester, Beaver Falls and Western, Pittsburg, Youngstown and Ashtabu'a, 5,491,986; Philadelphia, Wilmington and Baltimore, 9,794,261; Pittsburg, Cincinnati, Chicago and St. Louis, 5,911,948. These roads have therefore carried a total of 104,299,183 passengers, which is about 84 per cent. of the total number carried by all the roads in the State. The distance passengers are carried is of course an important factor in determining the average amount of revenue received per passenger. The New York, Chicago and St. Louis reports the average distance of each passenger to be 104 miles; the average distance on the Pennsylvania is 19 miles; on the Philadelphia and Reading, 12 miles; on the Pittsburg, Cincinnati, Chicago and St. Louis, 29 miles; while some of the smaller roads report an average distance per passenger as low as 2 miles. The average distance per passenger is of course greatest on the lines conducting through or long distance traffic. The number of passengers carried, as before stated, was 128,334,466; for 1895, 125,445,825; for 1894, 134,798,580; for 1893, 152,460,840; for 1892, 140,190,599; for 1891, 138, 070,156. It will be seen from these figures that the greatest number of passengers was carried in 1893, a fact which is largely due to the impetus given the passenger traffic by the World's Fair at Chicago, which was a source of a great amount of revenue to the railways reporting to this Bureau. The number of passengers carried in 1895 was the lowest in any of the six years just named, but the returns for 1896 show that there has been a fair increase over 1895, and yet it is an unfavorable commentary to make that six years ago, with a less mileage and fewer corporations engaged in passenger traffic, there were about 10,000,000 more passengers carried than in 1896.

In the United States in 1890 there were 492,430,865 passengers carried; in 1891, 531,183,998; in 1892, 560,958,211; in 1893, 593,560,612; in 1894, 540,688,199; in 1895, 507,421,362. No figures are at hand to show the number carried in 1896, but there were 33,266,837 less passengers in 1895 than in 1894. It is observed also that the great-

Digitized by Google

est number of passengers carried in the United States during the six years referred to was in 1893. This was due no doubt to the cause already referred to, the World's Fair, which increased the number carried by the roads reporting to this department. The total number of passengers carried on the roads reporting to this Bureau for 1896 is about 25 per cent. of the entire number carried in the United States during the year 1895.

TONNAGE.

The tonnage as reported by the railways in Pennsylvania for the year 1891 was 250,477,419 tons; in 1892, 290,480,712 tons; in 1893, 281,681,030 tons; in 1894, 233,250,687 tons; in 1895, 271,975,677 tons; and for the year covered by this report, 298,690,528 tons. It will be seen by these figures that the tonnage in 1896 was about 8,000,000 tons greater than in any of the five preceding years. This large increase is due to the vast quantities of both anthracite and bituminous coal produced in 1895 (the largest production ever made in any one year), and shipped during the last six months of that year and the first six months of 1896, the period covered by this report. Of the tonnage for 1896 19,614,350 tons were made up from the products of agriculture; 6,708,609 tons from the products of animals; 191,441,148 tons from the products of mines; 16,105,662 tons from the products of forests; 46,236,462 tons from the products of manufactures; 6,185,509 tons from merchandise; and 12,269,092 tons from miscellaneous shipments. As before stated, the increase in the tonnage is due very largely to the increase in coal production, the coal tonnage in 1896 being about 14,000,000 tons greater than in 1895. The table herewith will show the total amount of tonnage for the years 1891 to 1896 inclusive, under the several classifications as above indicated. In 1895 there were 696,761,171 tons of freight carried in the United States, which would indicate that the railways reporting to this Bureau carried about 43 per cent. of the entire amount. It is a fact worthy of comment that the reports filed in this department show that about 20 per cent. of the entire capitalization of the railways of the United States is represented by the railways reporting to this Bureau, and that these roads carry about 25 per cent. of the entire passenger traffic of the country and about 43 per cent. of the entire tonnage.

Digitized by Google

Comparative Summary Showing Tonnage of the same Classification of Freight for the Years ending, respectively, June 30, from 1891 to 1896, inclusive.

Year.	Agriculture.	Animals.	Mines.	Forests.	Manufactures.	Merchandise.	Miscellaneous.
1891	14,898,303	6,369,761	152,915,899	14,706,573	35,467,139	6,865,705	7,561,835
1892	19,174,726	6,279,301	171,913,484	15,853,793	35,528,399	7,634,053	6,949,548
1893	18,477,085	8,321,494	180,534,176	16,692,476	40,147,802	8,209,531	9,261,497
1894	17,520,458	6,388,115	145,281,944	13,562,458	31,491,222	5,748,903	10,355,454
1895	17,860,033	6,675,799	177,933,129	14,545,093	39,450,508	5,763,518	11,747,487
1896	19,614,350	6,708,609	191,441,148	16,105,662	46,236,462	6,185,509	12,269,092

RATES OF TRANSPORTATION.

As a general thing, the rate per ton per mile received by railway corporations is greatest on short lines and least on through or trunk lines. In Table I will be found a compilation showing the rate per ton per mile received by each operating company during the year for the transportation of commodities. The first company on the list, the Addison and Pennsylvania, which has only a small mileage, received 2.687 cents per ton per mile for the freight it carried, while such corporations as the Erie received but .570 cents. Again, a narrow gauge road, the Allegheny and Kinzua, received 4.548 cents per ton per mile, while the Pennsylvania received but .563. Comparisons might be made between the rates received by other short lines and those received by the lines hauling a long distance and the same conditions would be found to exist; that is, that the transportation of freight for long distances is at a much lower rate per ton per mile than for short distances. The facts would seem to indicate, therefore, that the shippers located along trunk lines are materially benefited by the prevailing rates of transportation. The short lines, however, carry so small a proportion of the freight that the figures presented showing the high rates they receive are but small factors in the general result. The total tonnage during the year was 298,690,528 tons, and yet ten companies carried 69 per cent. of the whole amount. It will be seen, therefore, that the smaller roads have carried but a small amount of the freight, and although the returns indicate that they received a large rate per ton per mile, the general rates of transportation are not materially affected by the rates on the short lines. The lowest rate per ton per mile was received by the Beach Creek, .379. Of the total tonnage

Digitized by Google

the Delaware, Lackawanna and Western, Erie, Lake Shore and Michigan Southern, Lehigh Valley, Northern Central, Pennsylvania, Pennsylvania Company, and the Pittsburg, Cincinnati, Chicago and St. Louis carried 73,880,300 tons at an average rate of .585 per ton per mile. These eight companies received in freight revenues at this low rate $130,494,630. The average rate per ton per mile of these companies last year was .605, showing a decline of .020 cents per ton per mile since June 30, 1895. It is a fact worthy of comment that had these eight companies maintained the average rate that prevailed on the same lines one year ago, they would have received an addition, $4,460,530, for the same service. This amount has been in the nature of a concession from these companies to the commercial interest of the people whose shipments have been made over their lines. In view of the fact also that at least three of the companies in this list paid no dividends to stockholders, it is not presumptuous to say that so far as these companies are concerned, the rates of transportation are too low. While a reasonable rate should be received by railway companies for the transportation of commodities, they ought not to be required to carry freight at a rate below what is reasonable. In other words, they ought not to be required to name rates that will yield no surplus for the service performed. In political campaigns when attempts are made to array one class against another and the people generally against corporations, statements are often made that are devoid of truth. A candidate for the highest office in the gift of the American people made a statement recently in the city of New York that while the prices of products of agriculture and other commodities had suffered a great reduction, and the wages of labor had been lowered, railway rates of transportation had not been reduced to keep pace with the reductions in other lines. This statement indicates that the person who gave utterance to it was either not conversant with the subject, or was devoid of the elements of truth which ought to characterize the statesman. Statistics are not wanting to show conclusively that rates of transportation have been decreasing during the last thirty years more rapidly than have the prices of the commodities transported. Detailed figures are not at hand from all the leading railways, but the reports of most of them show that greater economies have been necessary in the transportation of freight than in most any other line of business. In 1854 the rate per ton per mile on the Lake Shore and Michigan Southern was 3.510 cents; in 1860, 2.157; in 1870, 1.504; in 1873, 1.335; in 1890, .626; in 1895, .567; in 1896, .551. In 1864 the rate on the Pennsylvania road was 2.498, but in 1873 it had fallen to 1.443; in 1880 to .918; in 1885 to .695; in 1895 to .565; in 1896, to .563. It is almost impossible to find a commodity of general or standard use among all the products of the country, in which there has been

Digitized by Google

a decrease in price to equal the decrease in the rates of transportation. All this reduction, for at least the last ten years, in railway rates has been effected without lowering the per diem pay of the employes, for it is a fact that the conductor, engineer, foreman, brakeman and almost all other classes of employes are to-day receiving substantially the same rate of compensation they received when railway rates were double what they now are. If the demagogue is a deceiver of the people and carries on his deception for the purpose of arraying, by false information, one class against another, and the people against the corporations, he has left his foot prints in the statement that the country is suffering from high rates of railway transportation. This statement cannot be more completely substantiated than by showing that, had the eight leading railway companies referred to, whose receipts were $130,494,630, received the same rate they did in 1873, they would have received $321,851,391, or $191,356,761 more than they did. This large amount of money which railway security holders were compelled to forego on account of the low rates of transportation, would have furnished a handsome dividend to all the stockholders. This comparison is made the more emphatic when it is known that the $191,356,761 reduction in receipts for transportation of freight was sufficient in itself to have constructed and equipped at least 3,000 miles of road. These facts are so unassailable that there is no occasion whatever for attempting to array the people of the country against the railway corporations. Abuses may exist, possibly there are discriminations, but the rates generally are so exceedingly low that comparison with the rates of other countries are most favorable to the United States.

In 1873 it cost 19.19 cents per bushel to convey wheat from Chicago to New York by lake and canal; 26.09 by lake and rail, and 33.02 by all rail. In 1890 it cost 5.85 by lake and canal; 8.50 by lake and rail, and 14.30 by all rail. In 1895 it cost 4.11 by lake and canal; 6.95 by lake and rail, and 12.17 by all rail. These figures are also unquestionable proof of the reduction that has taken place in the rates of freight transportation. Again, in 1873 it cost $1.09.78 to transport barrel of flour from Chicago to New York; in 1880 it cost 65.55 cents; in 1885, 42.93; in 1890, 47.70; in 1895, 39.70. The producers of wheat have not only been favored in the way of transportation facilities on the railways, but the cost of transporting a barrel of wheat from New York to Liverpool has been reduced from about 12.12 in 1873 to 5.12 in 1895.

We publish herewith a table prepared by Hon. Thomas J. Edge, Secretary of the State Board of Agriculture, showing the rates of transportation under the several headings named of flour and wheat from Chicago to New York and from New York to Liverpool. Surely there is nothing in this evidence to indicate that the railway corporations have kept up the rates of freight transportation.

Digitized by Google

AVERAGE FREIGHT RATE PER BARREL OF FLOUR (ALL RAIL), FROM CHICAGO TO NEW YORK, 1871 to 1895, INCLUSIVE.

Year.	Cost per bbl.	Year.	Cost per bbl.
1871,	106.00	1884,	45.53
1872,	116.53	1885,	42.93
1873,	109.78	1886,	50.33
1874,	95.45	1887,	52.47
1875,	80.55	1888,	48.10
1876,	55.02	1889,	50.00
1877,	67.84	1890,	47.70
1878,	58.82	1891,	50.00
1879,	57.62	1892,	47.42
1880,	65.55	1893,	48.85
1881,	51.12	1894,	42.93
1882,	50.25	1895,	39.70
1883,	53.95		

AVERAGE RATE UPON WHEAT, PER BUSHEL, NEW YORK TO LIVERPOOL, 1866 TO 1891, INCLUSIVE.

Years.	Steamer Rates.		Years.	Steamer Rates.	
	Pence.	Cents.		Pence.	Cents.
1866,	4.74	9.48	1881,	4.01	8.16
1867,	5.18	10.36	1882,	3.87	7.74
1868,	7.18	14.36	1883,	4.54	9.08
1869,	6.40	12.98	1884,	3.40	6.80
1870,	5.78	11.56	1885,	3.60	7.20
1871,	8.16	16.32	1886,	3.46	6.92
1872,	7.64	15.28	1887,	2.71	5.42
1873,	10.56	21.12	1888,	2.67	5.34
1874,	9.08	18.16	1889,	4.06	8.12
1875,	8.07	16.14	1890,	*2.96	5.92
1876,	8.02	16.04	1891,	*3.42	6.84
1877,	6.93	13.86	1892,	2.62	5.64
1878,	7.61	15.22	1893,	2.25	4.50
1879,	6.20	12.40	1894,	1.95	3.90
1880,	5.88	11.76	1895,	2.56	5.12

Marked thus (*) indicates straight average.

Digitized by Google

AVERAGE FREIGHT RATES PER BUSHEL OF WHEAT, CHICAGO TO NEW YORK, 1862 TO 1895, INCLUSIVE.

Year.	Average Rates per Bushel.		
	By Lake and Canal.*	By Lake and Rail.	By all Rail.
1862,	26.33	.....	.....
1863,	22.91	.....	.....
1864,	28.36	.....	.....
1865,	26.62	.....	.....
1866,	29.61	.....	.....
1867,	22.36	.....	.....
1868,	22.79	29.0	42.6
1869,	25.12	25.0	35.1
1870,	17.10	22.0	33.3
1871,	20.24	25.0	31.0
1872,	24.47	28.0	33.5
1873,	19.19	26.9	33.2
1874,	14.10	16.9	28.7
1875,	11.43	14.6	24.1
1876,	9.58	11.8	16.5
1877,	11.24	15.8	20.3
1878,	9.15	11.4	17.7
1879,	11.60	13.3	17.3
1880,	12.27	15.7	19.9
1881,	8.19	10.4	14.4
1882,	7.89	10.9	14.6
1883,	8.37	11.5	16.5
1884,	6.31	9.55	13.12
1885,	5.87	9.02	14.00
1886,	8.71	12.00	16.59
1887,	8.51	12.00	†15.74
1888,	5.93	11.00	†14.50
1889,	6.89	†8.70	15.00
1890,	5.85	8.50	14.31
1891,	5.96	8.53	15.00
1892,	5.61	7.55	14.23
1893,	6.33	8.44	14.70
1894,	4.44	7.00	12.88
1895,	4.11	6.95	12.17

*Includes canal tolls until 1882, but not Buffalo transfer charges.
†Averages of officially published tariffs, but actual rates were lower.

Digitized by Google

EARNINGS AND INCOME.

The earnings a of a railway company are not only dependent upon the number of passengers or number of tons of freight carried, but also upon the rates received for such service, for however large may be the passenger or freight traffic, if the rates of transportation are not commensurate with the service rendered, the balance sheet at the end of the year will make a bad showing for the corporation from a financial standpoint. It is apparent that many of the transportation corporations throughout the United States have suffered from a decrease in the amount of business done and also on account of the low rates that have prevailed with reference to passenger and freight traffic.

PASSENGER EARNINGS.

During the year covered by this report the passenger earnings, which include not only receipts from passengers carried, but also revenue derived from carrying of United States mails, expresses etc., amounted to $63,174,339. Last year the amount was $60,887,388, which shows an increase for 1896 of $2,286,951. Ten companies reported passenger revenues exceeding $1,000,000 each. They are the Pennsylvania, $17,782,227; Lake Shore and Michigan Southern, $6,653,791; Erie, $6,283,278; Philadelphia, Wilmington and Baltimore, $4,873,749; Pittsburg, Cincinnati, Chicago and St. Louis, $4,680,375; Philadelphia and Reading, $4,415,600; Pennsylvania Company, $3,896,761; Lehigh Valley, $2,805,069; Northern Central, $1,411,074; Delaware, Lackawanna and Western, $1,264,255; or a total of $54,066,179. Of the total passenger earnings, amounting to $63,174,339, these ten companies have received 85½ per cent.

FREIGHT EARNINGS.

The total freight earnings for the year are reported at $191,921,614. Last year the amount was $180,817,673, showing an increase of $11,103,941. The ten roads showing the largest freight earnings are the Pennsylvania, $46,402,657; Erie, $20,469,079; Philadelphia and Reading, $16,860,568; Lehigh Valley, $15,089,494; Lake Shore and Michi-

Digitized by Google

gan Southern, $14,478,772; Pennsylvania Company, $13,624,266; Pittsburg, Cincinnati, Chicago and St. Louis, $10,876,999; Delaware, Lackawanna and Western, $5,153,469; Northern Central, $4,835,039; Philadelphia, Wilmington and Baltimore, $4,153,482; or a total of $151,943,825, or 78 per cent. of the entire amount of freight earnings reported to this Bureau, as above stated, $191,921,614.

OTHER EARNINGS FROM OPERATIONS.

There are other items of revenue from operations, derived from rentals, rights of way, etc., amounting to $4,690,500, making the total revenue from operations, $259,786,453. The total for 1895 was $246,131,804, showing an increase of $13,654,649. In addition to the earnings from operations, as indicated above, there have been received as income from interest on bonds, dividends on stocks, leases, etc., $35,636,924, or a total of receipt, including receipts from operations and other incomes, of $295,423,378. The total last year covering these items was $277,454,035, showing an increase of $17,969,343. In 1891 the total revenue and income amounted to $289,908,108; in 1892, $305,680,351; in 1893, $317,223,466; in 1894, $271,643,224. It will therefore be seen that while there has been an increase in the total receipts in 1896 over 1895, yet the receipts for the years 1892 and 1893 were far in excess of those for 1896. The gross income for the year 1895 from operations of the railways in the United States was $1,075,371,462; from other sources, $132,432,133, or a total of $1,207,803,595. The computation shows that the total receipts from operations, including other incomes, of the roads reporting to this Bureau, for the year 1896, are about 24½ per cent. of the total income received by all the railways of the United States in 1895.

ACCIDENTS.

There is no gainsaying the fact that in many ways the American railways compare most favorably with those of other countries. This is especially true with respect to rates of transportation and the convenience afforded both passenger and shipper. It is unfortunate, however, that more favorable conditions do not exist with

Digitized by Google

reference to the safety of passengers and employes. It is probably a fact that cannot be disputed, that there are more accidents to passengers and employes in the United States than Great Britain. The causes that lead to this condition ought to be made the subject of official inquiry. No provision of law is made in Pennsylvania for such investigation, but it is recommended that such legislation be enacted as will enable this Bureau to make careful inquiry into all accidents, especially those attended by loss of life either to passengers or employes.

The total number of passengers killed on the roads reporting to this Bureau for the year ending June 30, 1896, was 37; injured 834; total 871. A little more than 4 per cent. of the accidents proved fatal. Of employes there were killed 479; injured 11,693; total, 12,172; also about 4 per cent. proving fatal. Of other persons killed there were 1,219; injured 1,919; total 3,138; or about 39 per cent. fatal. The total number of accidents to passengers, employes and other persons was 16,181, of which about 11 per cent. were fatal. The total number of fatal accidents reported last year was 1,583, showing an increase during the year of 152. The total number of injured was 10,607, showing an increase of 3,839. It will be seen that substantially the same percentage of passengers and employes was killed, but the percentage of killed among other persons was much greater. It is no doubt true that many persons commit suicide or allow themselves to be killed on the railways, and it is also true that many of those killed in this way owe their death to intoxication. It is apparent that many of the companies do not keep careful records of the number of accidents. Possibly they all keep a record of those killed, but in some cases the percentage of killed to injured varies so much from the total percentage of killed to injured, that it is evident no note is taken of slight accidents. From an examination of the figures reported by the Pennsylvania Railroad Company indicating casualties among employes it is apparent that all the slightest accidents are made a matter of record. That company reports 152 employes killed and 3,129 injured during the year, while on the Lake Shore and Michigan Southern the number was 28 killed and the number injured only 42. The disparity between the figures reported by these two companies as to the percentage of killed to injured is so marked as to indicate that the latter company made no record of slight injuries. On the Pennsylvania railroad if a person in the service is injured by being frozen, or receives a slight injury to the eye by coal dust, a record of the casualty is made. The increase in accidents from 1895 to 1896 is so great as to demand, it would seem, investigation as to the causes. From the reports in the daily press throughout the year it appears that many of the acci-

Digitized by Google

dents occur at grade crossings where trolley roads and steam roads intersect each other. Under the head of Accidents on Street Railways some recommendations are made, which if conformed to would probably reduce the number of accidents that annually occur on both steam and street railways. The following table shows the number killed and injured of passengers, employes and other persons on nine of the leading roads:

Summary of Accidents on the Nine Railway Corporations Mentioned for the Year ending June 30, 1896.

Name.	Passengers.		Employes.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pennsylvania,	8	353	152	3,129	362	587	522	4,069
Pittsburgh, Cincinnati, Chicago and St. Louis,	4	66	25	2,127	96	181	125	2,374
Philadelphia and Reading,	10	85	46	1,097	111	173	167	1,355
New York, Chicago and St. Louis,	1	9	10	393	18	44	29	446
Pennsylvania Company,	3	28	17	1,386	93	151	113	1,565
Pittsburgh and Connellsville,		5	12	397	41	40	53	442
Buffalo, Rochester and Pittsburgh,		3	8	247	7	17	15	267
Lehigh Valley,	1	39	36	549	66	101	103	689
Lake Shore and Michigan Southern,		3	28	42	89	78	117	123
Total,	27	591	334	9,367	883	1,372	1,244	11,330

Summary showing the total accidents of the nine railways mentioned in preceding table for the years ending June 30, respectively, as indicated.

Years.	Passengers.		Employes.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1891,	24	366	329	4,374	632	920	995	5,660
1892,	24	535	349	5,473	740	1,023	1,113	7,031
1893,	49	590	490	7,181	780	1,105	1,319	8,876
1894,	25	528	265	4,289	636	903	926	5,720
1895,	18	523	336	7,274	867	1,304	1,221	9,101
1896,	27	591	334	9,367	883	1,372	1,244	11,330

As these roads do the largest amount of business, they participate largely in the total capitalization and the transportation of passengers and commodities, and therefore have the greatest number of casualties among passengers, employes and other persons. The second table shows the casualties for the last six years on the same nine roads. It will be seen that there was a great increase from 1891 to 1893, due no doubt to the increase of business and the em-

Digitized by Google

ployment of a larger force. In 1894 the number decreased from 8,876, in 1893 to 5,720. In 1894 it will be remembered that in the United States there were 94,000 less employes than in 1893. In 1895 the number of injured had increased to 9,101, a much greater percentage of increase than in the number of employes. The same observation is made with reference to the increase of accidents from 1895 to 1896. Certainly there is nothing about these statistics with reference to railway accidents to indicate that the percentage of casualties among passengers, employes and other persons, is on the decrease. On the contrary, according to the amount of business done, the number of passengers carried and the number of persons employed, there appears to be a decided increase.

During the year 128,334,466 passengers have been carried, 37 of whom have been killed, or one to every 3,468,499 passengers carried. The returns for last year show that one passenger was killed to every 4,325,718 carried, indicating that fatalities among passengers were greater in the year covered by this report than they were in the previous year. The total number of passengers injured was 834, or one passenger injured to every 141,887 of the total number carried. For the year 1895 one passenger was injured to every 204,977 carried. The percentage of fatalities among passengers in railway accidents has been greater in 1896 than it was in 1895.

Among the employes, embracing 194,324 persons, there were 479 killed, or one to every 406 persons employed. For the year 1895 one employe was killed to every 432 persons employed. Among the injured employes, embracing 11,693 persons, one in every 17 employed was injured. Last year one in every 23 employed was injured. These comparisons show that the fatal and non-fatal accidents among the railway employes have been greater in proportion to the number employed than they were in 1895.

Among the passengers carried throughout the United States during 1895, one was killed to every 2,984,832 carried, and one injured to every 213,651 carried. Among the railway employes one was killed to every 433 employed and one injured to every 31 employed. The total number of employes killed in the United States in 1895 was 1,811; total number injured, 25,696. Total number of passengers killed, 170; number of passengers injured, 2,375. Total number of other persons killed, including those trespassing and not trespassing upon the tracks or in the yards of railway companies, 4,155; injured, 5,677. These figures are sufficient evidence in themselves to lead the legislative powers of both the State and Nation to the enactment of such laws as will, if possible, reduce the casualties of passengers, employes and other persons.

Digitized by Google

In order to emphasize this observation, reference is made to the number of passengers, employes and other persons killed in the United States from 1888 to 1895 inclusive:

	Killed.	Injured.	Total.
1888,	5,282	25,888	31,170
1889,	5,823	26,309	32,132
1890,	6,335	29,027	35,362
1891,	7,029	33,881	40,910
1892,	7,147	36,652	43,799
1893,	7,346	40,393	47,739
1894	6,447	31,889	38,336
1895,	6,136	33,748	39,884

The larger number of casualties that appear in the returns for 1891, 1892 and 1893, both fatal and non-fatal, is due to the fact that in these years there was a greater number of employes on the railways of the United States than in the three preceding years, or in the two subsequent years. It is apparent, however, that so far no evidence is disclosed to indicate that there is a proportionate decrease in the percentage of passengers, employes and other persons killed and injured on the railways in the United States.

NATIONAL CONVENTION OF RAILWAY COMMISSIONERS.

The National Convention of Railway Commissioners in conjunction with the members of the Inter-State Commerce Commission, was held in the city of Washington, commencing May 19, 1896. Reports were presented from most of the States where State supervision is exercised over railways. Representatives were also present from the Association of American Railway Accountants. Papers were read by the following persons:

Mr. Stickney, president of the Chicago and Northwestern Railway Company; subject, "What Are Railway Corporations? What Are Railway Rates? What Are the Limitations of the State's Control of Rates?"

Mr. Clough, vice president of the Great Northern Railway; subject, "Influence of the Inter-State Commerce Law on Railway Traffic Earnings."

Mr. Adams, statistician for the Inter-State Commerce Commission; subject, "Report of the Committee on Railway Statistics."

Mr. Mosely, secretary of the Inter-State Commerce Commission; subject, "Protection of Public Interests During Railway Labor Contests."

Digitized by Google

Mr. Brown; subject, "Regulation of State and Inter-State Electric Railways." This paper is included in this report.

Other papers in relation to national and state supervision of railways were read, and all the papers were discussed and passed upon by the convention.

There have been eight national conventions held and they have been attended each year by representatives from the Department of Internal Affairs. This year Secretary James W. Latta and the superintendent of this Bureau were in attendance. As a result of these national conferences, uniform blanks for making the annual reports of railway companies have been adopted. These blanks are in their general features like the blank prepared by the Inter-State Commerce Commission, upon which railway companies make reports to that Commission. The use of their blank throughout the United States insures uniformity in the returns and furnishes more reliable data from which comparisons can be satisfactorily made of the railway operations in one state with those in other states or the country at large. Besides this, there is a tendency to have uniform enactments in the several states with reference to the regulation or control of railways. It is a slow process to secure such uniformity in legislation, but the tendency is in that direction and several states have already practically the same laws with reference to the subject.

The next national convention will be held in St. Louis in May, 1897. It is believed that much good will result from these conferences, and that equitable facilities and increased conveniences for passenger and shipper, not only in this State, but throughout the Union, will be obtained thereby.

REGULATION OF STATE AND INTER-STATE ELECTRIC RAILWAYS.

During the session of the National Convention of Railway Commissioners, with the Inter-State Commerce Commission, held in the city of Washington one year ago, a paper was read by the Honorable George M. Woodruff, of the State of Connecticut, on the subject of the "Regulation of State and Inter-State Electric Railways." The paper was a concise, comprehensive and able exhibit of the many features of this important subject, and but for the rapidly developing use of electricity as a motive power in the transportation of passengers and commodities, would have been acted upon by the convention then in session, and the suggestions so ably made would have been approved. The events of the past year and the experiments made have undoubtedly strengthened the general belief among

Digitized by Google

the people, if not among scientists, that electricity is destined to become the power by which the commerce of the world, both by land and sea, is to be moved; that is, as it has already banished the faithful horse from the street railways, so is too soon to encroach upon the dominion of the steam locomotive, and relegate to the rear this great agent of transportation in our past and present commerce, where, with thousands of other inventions that have played conspicuous parts in the advancement of civilization and the development of commerce, it will become a thing of the past, and exist only as a reminiscence in the history of the progress of mankind. No matter how skeptical the thoughtful, the intelligent or the scientific student may be, or what economical considerations may be involved, it is apparent that for certain purposes of transportation, at least, this invisible and mysterious power is almost limitless in its uses. A scientific discussion of this subject with reference to the possibilities in the uses of this new agency would be perhaps foreign to this paper, for, as before indicated, the results already accomplished leave no room for doubt as to the importance of electricity as a motive power.

If the time is near at hand, as many enthusiasts claim, when the great trains carrying our products from farm, factory, forest and mine, from city to city, and across the continent, are to be moved, to a great extent, by the electric railways, the conclusion must be that national regulation will be as imperative a necessity with reference to the welfare of the public in the transportation of commodities over the electric railways as existed when a few years ago it seemed necessary to establish a national regulation for steam railways. Any other position would be defenceless, for while it is not a matter of any great importance to the shipper what power is used to convey his products, his wares and his merchandise, it is to his interest to have equal facilities, good accommodations, fair rates and freedom from discrimination. Assuming for the sake of argument, that we are entering upon a period when the electric railways will be an important factor in transportation, it is submitted that the same reasons that caused Congress to enact the Inter-State Commerce laws will necessitate similar enactments for the regulation of Inter-State electric railways, unless the present law is sufficiently broad and comprehensive to cover them. In the absence of such regulation we should find the electric railway manager, as we found the steam railway manager, the absolute, final arbiter on all disputed questions that arise between the shipper and the common carrier regarding the reasonableness of rates, and the more important question of discrimination. He would be limited in his absolute powers only by the competition which might exist between himself and the managers of the steam railways or other electric railways, and there would be

Digitized by Google

opened to him a prolific field for putting in operation all the abuses that years ago were alleged to exist on the steam railways of the country. Indeed, it may be safely assumed that many of the inequalities, discriminations, rebates, drawbacks and other abuses against the public welfare that characterized steam railway operations before the passage of the Inter-State Commerce law would again flourish in the management of electric railways; therefore, the necessity for governmental control would be imperative.

These observations are based on the assumption that satisfactory results have been accomplished to indicate that the electric railways will participate to an appreciable extent in the transportation of our products. It remains to be seen whether or not this assumption is well founded. It can scarcely be maintained that it is. The conservative man will be slow to assert what can and what cannot be done with electricity, for what we now observe with our limited knowledge and wisdom may seem exceedingly stale, flat and unprofitable a few years hence, owing to the remarkable uses to which this agency may be put and the wonderful powers it may be made to manifest. It may become a panacea for many of our ills, and may probably be used to move no inconsiderable amount of the commerce of the world, but it is nevertheless far from having been demonstrated that from an economical standpoint it can be successfully used as a motive power for long distance passenger and freight traffic. In other words, electricity may be so employed that heavy trains of cars may be moved from the Atlantic to the Pacific, but no one who has given the subject careful consideration has been able to show that the movement of heavy trains by electricity for long distances can be accomplished with as much economy as by the use of steam. Day after day we read in the public press of the new discoveries of the wonderful power of electric forces, but before conclusions are arrived at as to the possibilities of transporting the great commerce of this country with electricity as a motive power, let us see what advancement has been made in the directions indicated. From the most reliable statistics at hand it is ascertained that electric railway capitalization is about one-half billion dollars, or equal to one-twentieth of the entire capitalization of steam railways in the United States. It is to be remembered, however, that there is a general allegation that a considerable portion of this capitalization is fictitious; that is to say, that the roads are mainly built on proceeds of bonds, the capital stock being largely used as bonus. It is also ascertained that the number of electric railways in operation is about one thousand, with between eleven and twelve thousand miles of track and more than twenty-five thousand cars, and that these railways in some states, by specific authority of law and in others by an assumption of right, though ultra vires are en-

Digitized by Google

gaged in the transportation of baggage, mail, express and freight in a limited way, in addition to the carrying of passengers. There are, it is said, upwards of sixty electric railways that carry freight, and it is apparent that there are many carrying express, and perhaps more engaged in carrying mail for the United States Government. With a view of ascertaining the most recent data on this subject, a communication was addressed to the railway commissioners of the several states, as follows:

"What supervision, if any, are you by law authorized to exercise over street railways?

"Is there any law now in your state, or any legislation pending or proposed, authorizing street railways to engage in transportation other than the transportation of passengers?

"If street railways in your state engage in the transportation of freight, expressage or United States mails, please state the total amount received by them, as reported to the State Government for the fiscal year covered by your last report, giving the amounts separately, first, as to passengers carried; second, freight transported; third, expressage; fourth, United States mails.

"Please state whether or not, in your opinion, street railways engaged in the transportation of passengers, freight, expressage or United States mails, of an inter-state character should be made subject to the same inter-state commerce laws of the United States that govern steam railways engaged in the transportation of inter-state commerce."

The proper officials of thirty-four states made reply to this letter of inquiry, from which we learn that there are but nine states in which street and electric railways are the subject of state supervision. In a few states they carry freight; in five express is allowed to be carried, and in five mail is carried. There are four states where by general enactment or by provisions in special charters electric railways are authorized to carry freight and express, while in Pennsylvania and some other states the law sanctions only the carrying of mail. Of the thirty-four states referred to, fourteen favor inter-state regulation of the electric railways, whenever they shall become engaged to any appreciable extent in the transportation of inter-state commerce. The officials of two states oppose national regulation, and the others express no opinion on the subject.

It was impossible to secure any estimate of the amount of money electric railways receive for the transportation of freight, express and mail, but the amount is apparently very insignificant, as appears by the reports of the railway commissioners of the States of New York and Massachusetts, where the railways to some extent engage in the transportation of freight, express and mail. The receipts in these states are very trifling, the amount being so small as to be

Digitized by Google

of no importance. The freight carried by electric railways as the present time is so insignificant in amount that it is not felt by the steam roads, and there would seem to be no pressing need for national legislation to meet inequalities and discriminations in interstate transportation on electric railways, for so far as can be officially ascertained, none exist. As before stated, the capitalization of the electric railways seems to aggregate about five hundred millions of dollars, but were a close investigation made of the lines of railways in which this vast amount is claimed to be invested, it would be found that it is substantially utilized in the construction of lines and the furnishing of equipments within the limits of municipalities and for lines connecting nearby cities or towns, generally separated from each other by less than twenty miles. It is true, that lines have been projected, and some may be in process of construction, of greater length, but where the distance is great the careful engineer is moving slowly. In short, electric railways may become, and possible are, at present, live competitors of the steam roads, for short hauls, but for long distance there is, so far as can be learned, no competition either for freight or passenger traffic.

It is beyond our power to predict what may be done by the electric railways in the future, but it is certain that they will not engage in long distance freight and passenger traffic until it shall be satisfactorily proved that from an economical standpoint they can carry passengers and freight as cheaply as the steam roads. Looking at this subject from a financial standpoint and judging from experiments that have been made, it would seem that electricity can be used with great economy to move cars in cities for the transportation of passengers, and for suburban and inter-urban passenger and freight traffic, and possibly between towns of large size with thickly populated communities between them, where the convenience of the public will be served by frequently moving trains, electricity may be used successfully as a motive power. Where these conditions exist steam-railways, by reason of their physical condition, manner of construction and inability to move cars on public thoroughfares and through streets of municipalities, cannot successfully compete with electric railways. On the other hand, in long distances hauls of passenger and freight traffic, steam railways, from economical considerations, have the advantage, and will continue to hold it unless there shall be developments in the application of electricity as a motive power that will give promise of greater economy than at present. It must be remembered that the high cost of electric plants and locomotives, the difficulties encountered and the great expense attending the transmission of power for long distances, render it next to impossible to put the electric locomotive in competition with the steam locomotive.

Digitized by Google

In an able paper published in the annual report of the railway commissioners of the State of Massachusetts for 1895 this question of economy as applied to electric railways is discussed at considerable length, and the conclusions arrived at seem warranted by the facts as they exist in the present stage of electric development.

In this report it is said: "The most efficient and economical use of electric power will be found where there is a considerable and steady volume of local and short-distance travel, which requires or justifies the running of numerous light passenger trains at short and regular intervals, so that the trains will be constantly and uniformly distributed over the railroad line. The most efficient and economical use of steam power, on the other hand, will be realized where the traffic is concentrated in heavy trains, run at infrequent and irregular intervals, in accordance with the usual method of conducting through or long distance transportation."

From the data given herein it is apparent that while electric railways are important in the transportation of passengers in municipalities, and while there is a large amount of money invested in their construction and equipment, they have not yet become factors to an appreciable extent in the transportation of commodities between the states, and there is therefore no pressing necessity for additional national regulation. It is not assumed, however, that there is not a principle involved, and that whatever may be done of an inter-state character by electric railways, though insignificant in amount, should not escape the notice of the National Government, for equal facilities and freedom from discrimination should characterize the acts of common carriers. It is assumed, however, that the transportation of passengers and freight of an inter-state character is so slight upon the electric railways at this time that it would seem to belittle Congress to make additional provisions for their regulation.

With reference to the propriety of state regulation and supervision of electric railways, and, indeed, of all corporations enjoying the rights of common carriers and subject to the duties which by statute and common law devolve upon them, we see no room for argument. Having regard for the safety, welfare, comfort and convenience of the passengers and the protection of the shipper, state supervision is a necessity. This view of the case is reinforced from all direction, and its adoption would conserve all interests.

Street railways have generally been confined to cities and towns, and until recently the cars has been moved by horse power. The transition from horse to electric power has been rapid, and with this change the limits and powers of the corporations have been somewhat extended. Yet so far as we have been able to observe, it has not been the intention of the legislative authority to so enlarge their powers as to enable them to perform the functions exercised

Digitized by Google

by steam railways. However, it must be acknowledged that great efforts are now being made to put these roads to uses for which they are not adapted, and for which from the statutes in force, it is apparent they never were intended. If they are to exercise the rights of common carriers and attempt to deliver passengers and freight with the promptness of the steam railways, they should be compelled to abandon the public highways and seek rights of way in the manner prescribed for steam railroad corporations. To use the public highways in carrying passengers and freight in competition with the steam railways would amount to a wrongful amotion of the rights of the public, for the life of the pedestrian and of those in vehicles would be greatly hazarded. Indeed, the manner in which electric railways are now using the highways has greatly diverted travel from them and rendered them dangerous to be used for the purposes for which they were intended, and for which for centuries some of them have been used.

There is much need of wholesome state legislation and regulation, for electric railways are growing rapidly and are generally far in advance of the laws authorizing their existence and controlling their operation. No electric road outside of municipal control should be allowed to cross the steam railroad at grade. The safety of passengers on both roads demands this, while the interests of both corporations would be conserved by such prohibition. Rigid laws for the protection of property, vested rights, life and limb should be passed in every state of the Union where such provision does not now exist, to the end that grade crossings of the kind suggested and the improper uses of the public highways should be abolished.

The railways commissioners of each state, or some other state official or officials, should be charged with the duties of a faithful execution of such a law as has been suggested, and they should also be empowered to exact the obedience thereto of all concerned.

Entertaining these views, the following resolutions are respectfully submitted for such action as the convention may deem proper in the premises:

Resolved, That it is the judgment of this convention that whenever it shall appear that electric railways in their development are concerned in the transportation of passenger or freight traffic to an appreciable extent, or when they shall become competitors of the steam railway corporations in the transportation of commerce of an inter-state character, Congress should by suitable legislation provide for their regulation so far as their operations are concerned in the transportation of commerce between states.

Resolved, That it is desirable that uniform laws be passed in each state of the Union providing for the regulation and control of electric railways and their operations, as well as all public corporations en-

Digitized by Google

joying the rights and discharging the duties pertaining to common carriers; and that in no case should railways, when intended to be constructed or operated between centers of population, be allowed to take or occupy the public or township roads, except such portion or portions thereof as may be reasonably necessary; and that the obligation shall be upon such electric railways to renew or supply any portion of said public or township roads which they may find it necessary to occupy, in advance of their taking or occupancy thereof; to the end that the rights of all, whether of the carrier or the public, shall be fairly conserved and the safety of travelers on the railways or on the public highways be given the greatest possible freedom from accident.

ISAAC B. BROWN,
Chairman.

STREET RAILWAYS.

The general laws under which street railways are organized and managed in Pennsylvania are found in the enactments of 1889. This act provides for the incorporation, the granting of charter, bestows the powers and privileges, authorizes extensions of lines and the construction of branches, provides for increase of capital stock and funded indebtedness within certain limits, and among other things provides that it shall be the duty of all street railway corporations chartered under the act to make out and return to the Auditor General an annual report according to the form to be prescribed by said Auditor General, embracing in detail the operations and affairs of the corporation for the fiscal year mentioned. This act also provides that the Auditor General shall prescribe and furnish the blanks upon which this annual report shall be made. This last provision is a sample of the carelessness that characterizes some of the legislation found upon the statute books of Pennsylvania. The present constitution, article seventeen, section eleven, provides that "The existing powers and duties of the Auditor General in regard to railroads, canals and other transportation companies, except as to their accounts, are hereby transferred to the Secretary of Internal Affairs, who shall have a general supervision over them, subject to such regulations and alterations as shall be provided by law, and in addition to the annual reports now required to be made, said Secretary may require special reports at any time upon any subject relating to the business of said company, from any officer or officers thereof."

Digitized by Google

The act of 1889, which relates to annual reports, is in violation of the clause of the Constitution above referred to. A representative of the Department of Internal Affairs called the attention of the Senator having charge of the bill to this clause during the pendency of the bill in the Senate, but the correction was not made, and it therefore went through both branches of the Assembly, receiving the Executive's approval and is now on the statute books. The Auditor General being convinced of its unconstitutionality, refused to execute the duties it attempted to impose upon him, and none of the railway companies incorporated under the provisions of that act have ever made such reports to the Auditor General. The mistake or carelessness in the preparation of the section of the act referred to is made more conspicuous from the fact that in the same session and on the day previous a bill was approved and became a law providing that all railways companies should make their annual reports to the Secretary of Internal Affairs. They are therefore two enactments upon the statute books, passed at the same session, in direct opposition to each other, and the one relating to the organization of street railways, so far as it relates to annual reports, being in direct violation of the Constitution. The act of 1889, perhaps, in other points was well considered and may be regarded as a wholesome enactment, but the laws that have been passed since 1889 have created much confusion with reference to street railways.

Motor power companies were authorized by the act of 1887. They were authorized, first, to have perpetual succession; second, to maintain and defend judicial proceedings; third, to make and use a common seal; fourth, to hold, purchase, maintain, lease, mortgage, sell and transfer real and personal property; fifth, to make by-laws not inconsistent with the laws; sixth, to enter into any obligation necessary for the transaction of their business; seventh, to invest its funds in the purchase of shares of stock and bonds of any corporation whose works, railway motors or other property are leased, operated or constructed by it; eighth, to lease the property and franchises of passenger railway companies, which they may desire to operate, and to operate said railways.

In 1895, at the last session of the Legislature, provision was made giving street passenger railway companies, whose lines are not on township or county roads, the right to sell or to lease, or to lease and to sell, its property and franchises to any traction or motor power company incorporated under the laws of this Commonwealth. Such railway companies were also authorized to enter into contract with the traction or motor companies for the construction of their lines and the lines of any companies operated or controlled by such corporations, and for such construction they were authorized to issue bonds to any amount not exceeding the capital stock outstanding

Digitized by Google

In other words, the act of 1895 allows motor companies which were originally organized for the purpose of furnishing power, to become street railway companies; at least, so far as the ownership of the stock, issuance of funded indebtedness, leasing, controlling, purchasing or operating of the street railways is concerned. This legislation has doubtlessly furnished limitless opportunities for the increasing of capital stocks and funded indebtedness of corporations directly or indirectly interested in the construction, maintenance and operation of street railway. For it is apparent from the returns of the corporations, details of which are published in this report, that the capitalization of the street railways of Pennsylvania has passed beyond the limits of all reason. Some of the traction companies that have millions of dollars of stocks and bonds outstanding find it difficult to show a cost of road and equipment to reach even hundreds of thousands. The truthfulness of this statement will be borne out by those who in making annual report for this year have found it impossible to maintain a proper proportion between cost of road and equipment and stocks and bonds outstanding. The hope of the recent legislation in reference to the financial affairs of street railways is that it may result in eliminating many of the subsidiary corporations by mergers and consolidations. Whatever elements of financial confusion may be eliminated from the affairs of street railways in the future, it is a fact that now during the transition period from the old systems of operations and financial transaction to the new schemes it is difficult to find positive or specific data from which to make conclusions.

STOCKS, BONDS AND TOTAL CAPITALIZATION OF STREET RAILWAY COMPANIES.

Undoubtedly, any statistics purporting to show the amount of capital stock concerned in street railways would fail to be accurate for the reason that there is apparently duplications. The total amount of capital stock outstanding, and indeed the entire amount of capitalization, included funded indebtedness and current liabilities, cannot be construed by any means as indicating the amount of money invested in street railways in Pennsylvania. For instance, a corporation is organized with a capital stock of, say, $100,000, and perhaps ten per cent. paid in, the company being organized as a street railway company, to be operated by horse power. Then an

Digitized by Google

electric railway company is organized, and becomes possessed of the stock of the passenger railway company, either by actual purchase from the stockholders or by exchange of stock of the passenger railway for that of the electric railway. Subsequently a motor company is organized and goes through the same process of purchase or interexchange of stock. This may be followed by the formation of another company designated as a consolidated traction company or a rapid transit company, and the same process followed with regard to capitalization and exchange of stocks. Therefore, the figures given in the columns of table A showing amount of capital stock outstanding and the amount of funded indebtedness may be entirely misleading as to the actual amount of cash invested in street railway construction. However, the corporations are in existence, their capital stock is outstanding and it is not a matter of any particular importance as to who owns the same, so far as showing the total amount of capital stock outstanding is concerned. It is found by compilation of the capital stock that the total amount of $154,973,293. The companies reporting the largest amount of capital stock outstanding are the Consolidated Traction Company, of Pittsburgh, a corporation now operating 137.14 miles of line. The amount of bonded indebtedness, if any, of this corporation is not reported, as the organization took place so near the close of the fiscal year that all details with reference to organization and capitalization were not filed here. The next corporation is that of the Union Traction, Philadelphia, organized with an authorized capital of $30,000,000. It appears from the report, however, that but $5,986,095 are actually outstanding. No funded indebtedness is reported by this company, although it guarantees the interest on $29,712,963 of four per cent. stock trust certificates, etc. It does not appear from the report of this company that any bonds have been issued either to provide for the payment of the interest or principal of this large amount. Therefore, whatever obligations of this nature exist with reference to the Union Traction Company do not appear in the column of table A showing the funded indebtedness of this corporation. The Wilkes-Barre and Wyoming Valley Traction Company has a capital stock of $4,832,800, funded indebtedness of $1,825,000, current liabilities of $308,790, or a total capitalization of $6,966,590. This company operates only 63.26 miles of line.

Many observations might be made with reference to the capitalization of street railways which would show financial transactions of a decidedly questionable character, but it is thought advisable to speak of the capitalization only in a general way. The total capitalization, which includes stock outstanding and funded indebtedness, $154,973,293; bonds, $41,036,790; current liabilities, $25,638,-

Digitized by Google

969, is $221,649,052. These companies, as appears elsewhere have a mileage of 1,561.89, from which it is seen that the total capitalization per mile of road is nearly $142,000. It must be remembered also that this only includes about seven and three-quarters millions of the capital stock of the Union Traction Company, of Philadelphia, which is presumed to be much greater than that amount, while the mileage of the roads has not increased to any appreciable extent since the close of the fiscal year covered by this report, and therefore the capitalization per mile of road is much more than $142,000. The fact that the steam railways in the United States, the construction of which must of necessity be several times as expensive per mile of road as street railways, show a capitalization, including stock outstanding, funded indebtedness and current liabilities, of about $63,000 per mile, indicates that the street railways of Pennsylvania have a capitalization the magnitude of which it is hard to account for. Recent legislation with reference to the control, leasing and operating of street railway companies by motor and traction companies has probably led to this extraordinary capitalization.

COST OF ROAD AND EQUIPMENT.

The total cost of street roads reported for the year was $98,341,984.06. In some cases the amount reported as cost of road also includes cost of equipment, and it is, therefore, impossible to determine just what the exact cost of roads has been. The cost of equipment is reported at $17,948,550.99. As before indicated, this does not cover the entire cost of equipment. The total cost of road and equipment is reported at $116,290,535.05. The entire capitalization, as before stated, is $221,649,052, showing a great disparity between the total capitalization and the total cost of road and equipment. It is true the corporations own stocks and bonds to the amount of $27,184,412, but even the addition of this amount to the cost of road and equipment leaves a great disparity. The total of cost of road and equipment as given in table B is taken from the returns of the companies, but it cannot be commended as entirely reliable, owing to the financial changes that have taken place in the control and operation of the different lines. The present officers in many cases have no records or other information to enable them to make estimates that are reliable, and where they certify that they are not able to

Digitized by Google

give such positive information, they have in some cases arrived at the cost of road and equipment by giving the total amount of stock outstanding, to which is added funded indebtedness and current liabilities. This, they claim, is the nearest approach they can make to the actual cost. It must be admitted that the evidence is overwhelming that the figures given are in excess of the actual cost, but they are submitted with this report as the best information the Bureau could obtain. A study of table B will disclose the fact that the cost of road and equipment of most of the subsidiary companies is included in the report of the lessee company or sub-lessee company, and in many cases in the report of the operating company. Much confusion arises from the fact that the lessee company becomes the owner of the stock of the lessor company and issues its bonds to cover the bonded indebtedness also of the lessor company and assumes the payment of its current liabilities. In some cases the obligation of the lessee company to pay interest and funded debt of the lessor company is given in the way of a guarantee without the issuance of bonds for that purpose. It is regretted, owing to these varied conditions, that so little confidence can be placed in the figures given in this report relative to capitalization and cost of street roads and equipment of street railways.

STREET RAILWAY EQUIPMENT. PERSONS EMPLOYED AND PASSENGERS CARRIED.

The number of motor cars in the service of the street railways of Pennsylvania is reported at 3,319. Of this number the Union Traction Company, of Philadelphia, has 1,453; the Hestonville, Mantua and Fairmount Passenger Railway Company, of Philadelphia, 153; the Wilkes-Barre and Wyoming Valley Traction Company, 144; the Scranton Traction Company, 103; the Second Avenue Traction Company, of Pittsburgh, 91; Harrisburg Traction Company, 68. Of cars other than motors there are 534, making the total number 3,853.

The total number of employes is reported at 8,394. Of this number the Union Traction Company, of Philadelphia, has 4,062; the Hestonville, Mantua and Fairmount Passenger Railway Company, 391; the Citizens' Traction Company, of Pittsburgh, 350; the Scranton Traction Company, 300; Pittsburgh, Allegheny and Manchester Traction Company, 212. Several of the companies failed to report the number of employes, and therefore the total 8,394 does not include all the street car employes in the State.

Digitized by Google

The total compensation is reported at $3,666,710.12. Some of the corporations failed to report a separate amount as indicating the total compensation paid employes, the item being embraced in the amount reported as expenditures for maintenance and operations. What amount should, therefore, be added to the $3,666,710.12 to show the correct amount of compensation paid is a matter of conjecture.

The extent of the street railway service in Pennsylvania is shown in the great number of passengers carried during the year, 376,502,551. These figures are approximately correct, although several companies have failed to report the number of passengers carried.

The details with reference to each road owning cars and equipment and having employes, with a table showing compensation paid and the number of passengers carried, are given in table F.

STREET RAILWAY MILEAGE.

The total mileage of street railways reporting for the year ending June 30, 1896, was 1,561.87. These figures may not be absolutely correct, but they are as nearly so as it is possible to make them from the returns received. The largest mileage operated by any one company was that of the Union Traction Company, of Philadelphia, 407.92 miles. The Consolidated Traction Company, of Pittsburgh, reports 137.14 miles; the Wilkes-Barre and Wyoming Valley Traction Company 63.26 miles; the Pennsylvania Traction Company, a corporation operating several lines in Lancaster county, 59 miles; the Allentown and Lehigh Valley Traction Company, 45.26 miles. The tendency is to consolidate the mileage of the several street railways in municipalities into one operating corporation. This is evidenced in the formation of the Union Traction Company, which now operates substantially all the mileage in the limits of Philadelphia, except that of the Hestonville, Mantua and Fairmount Passenger Railway. The lines in and about the city of Scranton are operated by and their mileage included in the report of the Scranton Traction Company. The same condition exists with reference to many of the lines in the cities of Pittsburgh and Allegheny, where since April, 1896, there has been formed the Consolidated Traction Company, which is now operating many subsidiary corporations. The following companies, however, are still independent of this corporation: the Second Avenue Traction Company, the Pittsburgh and Birmingham Traction Company, the Pittsburgh, Allegheny and

Digitized by Google

Manchester Traction Company, and the Federal Street and Pleasant Valley Passenger Railway.

The data at hand to show the growth of street railway mileage in Pennsylvania is not of the most positive character. In 1887 there were reported 519 miles; in 1890 586 miles; in 1895 1,309 miles; in 1896 1,561 miles.

INCOME AND EXPENSES.

The income of street railways for the year was $41,364,883.33, of which $18,791,553.54 were receipts from operations. Large amounts are reported by several corporations as income from sale of bonds, etc., together with interest on other bonds owned and dividends on stock, which swell the income from other sources to $22,573,329.79. Again, it must be admitted that these figures to some extent discredit themselves, but they are the best information the Bureau has been able to obtain. The total amount of operating expenses is reported at $10,621,690.78; total amount of taxes paid, $1,183,342.58; interest on funded indebtedness, $1,822,302.76; rentals, $5,889,964.73; other expenses unclassified, $17,450,190.08; dividends, $3,548,035.45; or a total of $40,515,526.38. A detailed statement with reference to each corporation and the total income and disbursements is given in tables C and D.

STREET RAILWAY ACCIDENTS.

The number of passengers killed on the street railways of Pennsylvania during the year was 32. These figures clearly demonstrate the fact that in proportion to the distance carried there is a greater liability to accident to passengers on street railways than on the steam railways. The number of passengers killed on the steam railways reporting to this department, with a mileage of over 19,000, was only 37. These figures are an argument in favor of such legislation in regard to the operations of street railway as will reduce the liability to accident to a minimum. There have been several serious accidents during the year, one on the Pennsylvania Traction

Digitized by Google

Company, in Lancaster county, which clearly shows that the equipment of that corporation was not in serviceable condition, for had it been, the great loss of life and the many injuries sustained would not have occurred. On the entire steam railway system of the United States there were but 834 passengers injured, while on less than 1,600 miles of street railway there were 532 injured. Among employes there were 10 killed and 67 injured. There is a vast difference between the proportion of casualties among passengers and employes on steam railways and the proportion among passengers and employes on street railways. For instance, on the street railways there were more than three times as many passengers killed as employes, while on the steam railways there were thirteen times as many employes killed as passengers. These figures indicate that the danger to employes on street railways is much less than on steam railways, while the danger to passengers is much greater.

It is recommended that such legislation be enacted as will prohibit the crossing at grade of trolley lines and the lines of steam railways outside of municipalities. It would probably be exceedingly expensive to require over or under construction within the limits of municipalities, but in all new construction outside of municipalities the crossing at grade should be prohibited, and provision should also be made for the abolishment of such grade crossings as now exist. This could be done by a division of the expense between the electric road and the steam road and the township or district where the crossing is located, and an over or under construction provided for. This is the policy that has prevailed for some years in the state of Massachusetts, where no steam railways are allowed to cross at grade with electric railways, and where such provision as has been indicated has been made for the abolishment of grade crossings outside of municipalities. Similar provision is made in the state of New York, and it is not unreasonable to expect that legislation of like character will be enacted at the earliest possible date in this State. It is most earnestly recommended by this Bureau.

In this connection it is proper to say that at the National Convention of Railway Commissioners with the Interstate Commerce Commission at Washington last May, it was the unanimous opinion of the convention that grade crossings of steam and electric railways outside of municipalities should be prohibited.

Digitized by Google

Digitized by Google

STEAM RAILROADS NOT IN OPERATION.

List of steam railroad corporations, whose lines are not in operation or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished the department.)

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Allegheny Connecting,	$10,000 00	$200 00	$200 00
Allegheny and Lawrence,	1,500,000 00	20,000 00	3,632 00
Allegheny and Monongahela,	80,000 00		
Allegheny and Western,	1,000,000 00	32,500 00	2,693 00
Altoona Short Line,	650,000 00	13,000 00	13,000 00
Athens and South Waverly,	1,000,000 00		848 00
Beech Creek, Altoona and South Western,	1,000,000 00	20,000 00	20,000 00
Bellefonte and Clearfield,	1,100,000 00	27,500 00	6,212 00
Bloomsburg Belt,	1,000,000 00		29,150 00
Blue Mountain,	1,000,000 00	518,014 00	518,014 00
Bradford County,	250,000 00		
Bridgeport,	15,000 00	1,500 00	1,500 00
Broad Street Underground,	60,000 00	6,000 00	
Bucks County,	33,000 00	3,300 00	3,000 00
Buffalo and St. Mary's,	300,000 00	225,300 00	298,832 00
Charleroi and Belle Vernon,	30,000 00	3,000 00	3,600 00
Chest Creek,	100,000 00	6,000 00	6,000 00
Chester and Delaware,	150,000 00	3,000 00	3,000 00
Clearfield, Conemaugh and Western,	1,500,000 00	37,500 00	35,000 00
Clermont and Marvin Creek,	50,000 00	25,000 00	24,956 00
Coal Glen,	50,000 00	1,000 00	
Conshohocken Connecting,	10,000 00	1,000 00	1,000 00
Danville and Rivers'de,	50,000 00	3,000 00	
Danville and Shamokin,	250,000 00	26,710 00	26,710 00
Dauphin and Berks,	100,000 00	100,000 00	100,000 00
Delaware and Anthracite,	5,000,000 00	450,000 00	450,000 00
Delaware and Schuylkill,	700,000 00	1,600 00	1,200 00
Easton and Philadelphia,	1,000,000 00		
East Stroudsburg and Matamoras,	400,000 00	20,000 00	7,000 00
Ellwood Northern,	50,000 00	1,000 00	450 00
Emporium and Mt. Jewett,	200,000 00	10,000 00	
Essington and Chester,	50,000 00	1,000 00	811 00
Gettysburg, Baltimore and Washington,	750,000 00	6,500 00	100 00
Grassy Island,	10,000 00	10,000 00	9,703 00
Homer and Susquehanna,	200,000 00	10,500 00	8,630 00
Jefferson and Allegheny,	1,500,000 00	50,000 00	11,090 00
Kettle Creek,	280,000 00	2,800 00	2,322 00
Langhorne and Bristol,	400,000 00	30,000 00	342 00
McKeesport and Versailles Belt Line,			230 00
Marcy,	10,000 00	550 00	167 00
Marion and St. Clair,	50,000 00	1,000 00	82 00
Market Street Underground,	60,000 00	6,000 00	
Millersburg and Brookside,	230,000 00	11,500 00	
Monongahela and Allegheny,	60,000 00		3,295 00
Monongahela and Chartiers,	28,000 00	2,800 00	150 00
Monongahela River and Snowden,	100,000 00	2,000 00	2,000 00
New Cumberland and Pittsburgh,	400,000 00	8,010 00	
New York, Philadelphia and Chicago,	2,250,000 00	45,000 00	21,805 00
Ohio and North Easton,	250,000 00	125,000 00	13,512 00
Oil City and New Castle,	750,000 00	23,000 00	
Oil City and Ridgway,	300,000 00		71,427 00

Digitized by Google

STEAM RAILROADS NOT IN OPERATION—Continued.

	Capital stock authorized by law	Capital paid in	Amount expended on organization, construction, etc.
Path Valley,	$200,000 00	$11,000 00	$32,000 00
Penn Argyle,	500,000 00	.....	.....
Pennsylvania Midland,	1,500,000 00	.....	405,000 00
Pennsylvania Midland,	2,500,000 00	250,000 00	250,200 00
Pennsylvania and Western,	5,000,000 00	.....	100,000 00
Philadelphia, Bala and Narbeth,	24,000 00	2,400 00	196 00
Philadelphia, Burlington and Trenton,	1,000,000 00	280,500 00	373,838 00
Philadelphia and New England,	2,000,000 00	29,715 00	30,037 00
Philadelphia, Honesdale and Albany,	5,400,000 00	3,500 00	3,500 00
Philadelphia and Northern,	900,000 00	900,000 00	958,475 00
Phillipsburg, Ebensburg and Johnstown,	1,200,000 00	24,000 00	24,000 00
Pittsburgh, Brady's Bend and Lake Erie,	600,000 00	10,000 00	12,500 00
Pittsburgh, Canonsburg and State Line,	200,000 00	.....	.....
Pittsburgh Connecting,	200,000 00	1,500 00	278 00
Pittsburgh and Eastern,	5,000,000 00	395,000 00	428,236 00
Pittsburgh and Mansfield,	50,500 00	25,150 00	27,542 00
Point Breeze,	180,000 00	.....	.....
Prieeville and Wilton,	50,000 00	.....	.....
Reading, Lancaster and Baltimore,	3,000,000 00	52,000 00	35,418 99
Redstone Connecting,	100,000 00	2,000 00	309 00
Reynoldsville, Warren and Buffalo,	1,200,000 00	40,000 00	11,076 00
Roxborough,	100,000 00	70,000 00	70,891 00
Schuylkill Highlands,	100,000 00	400 00	353 00
Schuylkill River, West Side,	120,000 00	1,500 00	2,859 00
Scranton and Bald Mount,	100,000 00	10,000 00	1,250 00
Sewickley and Jeanette,	150,000 00	.....	3,000 00
Sherrick Run,	500,000 00	.....	3,862 00
Slatington,	200,000 00	20,000 00	1,740 00
Smethport and Olean,	100,000 00	10,000 00	.....
Somerset County,	200,000 00	.....	74,300 00
Southern Central,	3,000,000 00	.....	.....
Susquehanna,	40,000 00	4,000 00	200 00
Titusville, Cambridge and Lake Erie,	1,000,000 00	1,000,000 00	1,015,000 00
Tomhickon, Milnersville and Easton,	150,000 00	4,000 00	1,682 00
Tyleryille,	15,000 00	.....	.....
Union Transfer and Exchange,	250,000 00	25,000 00	24,700 00
Uniontown and Lick Run,	50,000 00	5,000 00	13,420 00
Washington and Canonsburg,	70,000 00	1,400 00	1,199 00
Washington Connecting,	30,000 00	300 00	123 00
Washington Run,	60,000 00	1,300 00	573 00
West Chester and Phoenixville,	250,000 00	12,750 00	20,321 00
West Side Belt,	270,000 00	13,500 00	13,481 00
Wilkes-Barre and Northern,	200,000 00	20,000 00	18,045 00
Wilkes-Barre and Williamsport,	1,600,000 00	40,000 00	7,200 00
York and Black Mount,	50,000 00	1,000 00	303 00
Youghiogheny Central,	200,000 00	5,000 00	270 00
Youghiogheny Connecting,	50,000 00	1,000 00	1,183 00
Youghiogheny and Elizabeth,	50,000 00	5,000 00	5,000 00
Youghiogheny Southern,	200,000 00	.....	200,000 00
Youghiogheny Valley,	120,000 00	2,400 00	422 00
Youghiogheny and Wick Haven,	18,000 00	18,000 00	18,731 00
Total,	$67,060,500 00	$5,194,099 00	$5,905,134 00

Digitized by Google

LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railways to whom charters have been granted but whose lines have not been constructed or are not in operation exhibiting amount of authorized capital, capital paid in and amount paid for organization, construction, etc.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Allegheny and Chartiers,	$15,000 00	$300 00	$186 00
Allegheny and Evergreen,	30,000 00	3,000 00	9,685 00
Allegheny and Kiskiminetts,	700,000 00	3,000 00	3,000 00
Allentown and Reading,	108,000 00	.....	.....
Altoona and Hollidaysburg,	50,000 00	.....	.....
Ambler,	12,000 00	1,200 00	1,200 00
Anthracite,	500,000 00	2,200 00	2,200 00
Aramingo Avenue,	12,000 00	625 00	145 00
Archbald,	30,000 00	3,000 00	900 00
Baltimore Avenue,	50,000 00	5,000 00	83 00
Beaver Meadow, Hazleton, Mahanoy and Shenandoah,	150,000 00	15,000 00	15,000 00
Bedford,	15,000 00	.....	.....
Belmont avenue,	18,000 00	.....	140 00
Bellefonte,	18,000 00	600 00	94 00
Bellevue and Pittsburgh,	48,000 00	4,800 00	4,800 00
Belzhoover and Amanda Avenue,	9,000 00	300 00	300 00
Berwin and Devon,	18,000 00	600 00	500 00
Bethlehem and Nazareth,	100,000 00	2,000 00	100 00
Birdsborough,	12,000 00	400 00	650 00
Bloomsburg,	12,000 00	400 00	400 00
Boulevard,	18,000 00	1,800 00	148 00
Braddock and Brinton,	6,000 00	.....	.....
Braddock and Homestead,	7,500 00	750 00	1,500 00
Braddock, Wilmerding and Pitcairn,	21,000 00	.....	.....
Bradford,	100,000 00	50,000 00	20,050 00
Brown and Parrish Street,	15,000 00	1,500 00	5,007 00
Bristol and Trenton,	48,000 00	2,400 00	2,500 00
Buttonwood Street and Fairmount Park,	30,000 00	1,000 00	.....
Cambridge and Edinboro,	50,000 00	5,000 00	.....
Central,	60,000 00	2,000 00	210 00
Charleroi, California and Brownsville,	70,000 00	2,500 00	.....
Cherry Street,	12,000 00	610 00	88 34
Chestnut Hill and Spring House,	48,000 00	2,500 00	158 00
Citizens', North Philadelphia,	36,000 00	1,200 00	1,378 00
Citizens', South Philadelphia,	30,000 00	1,000 00	1,178 00
Citizens', North End,	36,000 00	3,600 00	518 00
Citizens' Street Railway,	18,000 00	.....	.....
Citizens' Passenger Railway,	.....	.....	1,200 00
Clearfield Traction,	1,500,000 00	10,000 00	31,073 00
Collingdale,	50,000 00	500 00	250 00
Columbia and Marietta,	50,000 00	1,022 00	563 00
Columbia, Ironville and Mt. Joy,	300,000 00	.....	.....
Coraopolis, Sewickley and Economy,	50,000 00	.....	.....
Corry,	25,000 00	2,500 00	.....
Delaware Front,	24,000 00	800 00	750 00
Delaware and Schuylkill Traction,	50,000 00	5,000 00	100 00
Delaware Valley,	600,000 00	.....	.....
Diamond Street,	6,000 00	310 00	97 00
Dillsburg, York Springs and Gettysburg,	150,000 00	5,000 00	600 00
Dravosburg and Elizabeth,	40,000 00	4,000 00	500 00
Duquesne Branch, West Side Belt,	100,000 00	2,000 00	2,062 00
East Aramingo Avenue,	18,000 00	925 00	148 00

Digitized by Google

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
East New Castle,	$16,000 00		$16,000 00
Easton and Bangor,	100,000 00	$3,200 00	3,200 00
Easton and South Easton,	100,000 00	2,000 00	
East Snyder Avenue,	6,000 00	310 00	88 00
Economy,	30,000 00	3,000 00	150 00
Edinboro and Erie,	200,000 00	35,000 00	35,000 00
Elmwood and Fairmount Park,	50,000 00	8,000 00	8,000 00
Erie and Eastern,	25,000 00	25,000 00	
Erie, Reed and Lakeside,	50,000 00	750 00	
Erie Transit,	600,000 00	6,000 00	1,000 00
Fairmount Park,	100,000 00		
Fairmount Park and Haddington,	300,000 00	300,000 00	300,000 00
Fairmount, Bridesburg and Frankford,	78,000 00		
Federal Street,	20,000 00	1,010 00	113 00
Ferry, Passenger,	5,000 00	200 00	
Forty-second Street and West Park,			
Forty-ninth Street and Westminster Avenue,			
Franklin and Oil City Terminal,	220,000 00	22,000 00	500 00
Gladwyn,	12,000 00	420 00	254 00
Glenshaw,	30,000 00		
Grand Boulevard,	50,000 00	4,050 00	250 00
Grand View Avenue,	6,000 00	600 00	600 00
Grand View Traction,	15,000 00	1,500 00	1,500 00
Hazlewood Avenue,	7,500 00	500 00	
Hestonville and Overbrook,	5,000 00	500 00	3,252 00
Highland Park,	21,000 00	2,100 00	2,100 00
Highland Park and Butler,	12,000 00	1,200 00	
Hillcrest Avenue,	10,000 00	1,000 00	265 00
Hill Top,	8,000 00	800 00	800 00
Holmesburg and Bristol,	60,000 00	2,400 00	
Huntingdon Street Car Company,	18,000 00		
Jackson and Porter Streets,	50,000 00	2,000 00	1,610 00
Jenkintown Electric,	16,000 00	16,000 00	1,553 00
Jenkintown and Fox Chase,	20,000 00	700 00	151 00
Johnson Street,	35,000 00	1,800 00	123 00
Kane,	6,000 00	200 00	82 00
Keystone Traction,	10,000 00	1,000 00	1,000 00
Keystone Electric,	180,000 00		
Kittanning,	5,000 00	500 00	116 00
Knoxville, Fair Haven and Mt. Lebanon,	50,000 00	1,050 00	622 00
Lackawanna and Old Forge,	36,000 00	1,200 00	4,800 00
Lackawanna Street,	800,000 00		
Lackawanna Valley,	400,000 00	400,000 00	451,795 00
Lancaster and Susquehanna,	100,000 00	2,800 00	2,800 00
Latrobe and Ligonier,	72,000 00	2,400 00	
Lebanon Valley Traction,	10,000 00	1,000 00	
Lewisburg and Mifflinburg,	100,000 00	1,950 00	
Little Run Saw Mill Run,	36,000 00	1,200 00	572 00
Lewistown and Reedsville,	24,000 00	1,025 00	155 00
Liberty Traction,	70,000 00		
Luzerne, Dallas and Harvey's Lake,	300,000 00	180,000 00	15,000 00
McKeesport and Port Vue,			
McKeesport and West Newton,	60,000 00	6,000 00	290 00
Mahoning and Allegheny,	110,000 00	5,340 00	
Mahoning Valley,	18,000 00	600 00	300 00
Manayunk,	12,000 00		
Manorville,	4,000 00	400 00	110 00
Market Street, Richmond and Frankford,	96,000 00	96,000 00	133,750 00
Meadville,	30,000 00	3,000 00	
Meadville and Seagertown,	34,000 00	3,400 00	
Mechanicsburg and Boiling Springs,	100,000 00	1,400 00	
Media, Middletown, Aston and Chester,	150,000 00	5,150 00	4,890 00
Merion Avenue,	50,000 00	1,000 00	635 00
Middle Street,	30,000 00	3,000 00	3,000 00
Middleton,	100,000 00	14,208 00	
Monongahela Inclined Plane,	200,000 00		240 000 00
Monongahela Traction,	5,000 00	500 00	
Montgomery County,	150,000 00	150,000 00	154,917 00
Monterey and Street's Run,	20,000 00	1,000 00	1,000 00
Moore and Mifflin Streets,	26,000 00	1,310 00	118 00
Morningside and Highland Park,	35,000 00	700 00	240 00
Morrisville and Trenton,	18,000 00	600 00	104 00
Mount Minsi,	125,000 00	1,200 00	1,200 00

Digitized by Google

LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

	Capital stock authorized by law.	Capital paid in.	Amount expended on road, station, construction, etc.
Mt. Pleasant,	.....	.....	.....
Mount Troy and Reserve,	$20,000 00	$910 00	$561 00
Mt. Vernon,	24,000 00	4,800 00	4,800 00
Mount Washington,	12,000 00	1,200 00	1,200 00
Moyamensing and Penrose Ferry Road,	75,000 00	12,750 00	12,738 00
Muncy Valley,	50,000 00	7,500 00	100 00
Newberry,	18,000 00	600 00	.....
North End,	300,000 00	12,936 00	37,936 00
Norristown and Perkiomen Creek,	24,000 00	2,400 00	2,520 00
North Philadelphia,	300,000 00	60,000 00	.....
Oakmont and Verona Traction,	7,500 00	.....	.....
Ohio Valley,	40,000 00	4,000 00	125 00
Oil City Station,	90,000 00	16,035 00	16,023 00
Olyphant Suburban Traction,	36,000 00	7,200 00	7,200 00
Olyphant and Winton Traction,	36,000 00	7,200 00	7,200 00
Park Avenue and Carlisle Street,	8,000 00	800 00	800 00
Penn Traction,	10,000 00	1,000 00	250 00
People's,	50,000 00	1,500 00	1,490 00
People's Traction,	6,000,000 00	6,000,000 00	.....
Philadelphia and Ardmore,	40,000 00	1,200 00	150 00
Philadelphia and Bristol,	250,000 00	1,600 00	1,600 00
Philadelphia and Bryn Mawr,	50,000 00	1,400 00	1,400 00
Philadelphia, Castle Rock and West Chester,	90,000 00	9,000 00	1,540 00
Philadelphia and Delaware,	150,000 00	15,000 00	5,150 00
Philadelphia and Lansdale,	100,000 00	3,400 00	200 00
Philadelphia and Neshaminy,	75,000 00	2,505 00	.....
Philadelphia and Paoli,	500,000 00	3,000 00	.....
Philadelphia and Rosemont,	150,000 00	25,000 00	2,500 00
Philadelphia and Rural,	100,000 00	6,000 00	.....
Philadelphia and Trenton,	150,000 00	15,000 00	15,000 00
Philadelphia, West Side,	.....	.....	.....
Pittsburgh and Allegheny Central Street,	20,000 00	2,000 00	8,200 00
Pittsburgh, Beltzhoover and Knoxville,	15,000 00	300 00	300 00
Pittsburgh, Braddock and McKeesport,	66,000 00	2,200 00	200 00
Pittsburgh and Butler,	250,000 00	12,500 00	12,000 00
Pittsburgh and Monongahela Traction,	12,000 00	12,000 00	.....
Pittsburgh, Monongahela and Wheeling,	1,100,000 00	20,120 00	5,370 00
Pittston People's,	50,000 00	5,000 00	500 00
Pottstown, Boyertown and Reading,	50,000 00	.....	.....
Pottstown and West Chester,	500,000 00	45,530 00	45,518 00
Pottsville, Cressona, Schuylkill Haven and Orwigsburg,	75,000 00	3,000 00	385 00
Pottsville and Reading,	100,000 00	7,000 00	47,000 00
Powelton Avenue and Thirty-fourth Street,	20,000 00	400 00	250 00
Prospect Street,	50,000 00	15,000 00	582 00
Radnor, Haverford and Philadelphia,	75,000 00	.....	.....
Reading and Pottstown,	100,000 00	3,200 00	547 00
Saegertown and Venango,	72,000 00	7,200 00	.....
Sanatoga, Royersford and Collegeville,	26,000 00	2,600 00	2,685 00
Scottdale, Everson and Broadford,	30,000 00	1,000 00	450 00
Scoville Island,	36,000 00	1,200 00	1,200 00
Scranton and Abingdon,	100,000 00	1,800 00	2,000 00
Scranton, North End,	20,000 00	4,000 00	4,000 00
Scranton and Pittston,	90,000 00	9,000 00	9,000 00
Selinsgrove and Sunbury,	100,000 00	1,200 00	1,200 00
Sheraden Terrace,	12,000 00	400 00	.....
Slatington,	30,000 00	1,000 00	.....
Spangler and Hastings,	42,000 00	1,400 00	98 00
South Side,	20,000 00	675 00	100 00
Spring Hill,	12,000 00	1,200 00	.....
Suburban, Philadelphia,	75,000 00	7,500 00	102 00
Suburban, West Chester,	600,000 00	26,070 00	18,381 00
Suburban Street,	45,000 00	1,800 00	45,000 00
Street's Run and Dravosburg,	40,000 00	800 00	.....
Street's Run and Homestead,	15,000 00	1,500 00	.....
Swissvale and Wilkinsburg,	33,000 00	3,300 00	150 00
Sylvan Avenue,	12,000 00	1,200 00	82 00
Tamaqua and Lansford,	50,000 00	16,771 00	16,771 00
Tioga and Venango,	4,000 00	400 00	400 00
Turtle Creek Valley,	25,000 00	2,500 00	.....
Union Line Street,	12,000 00	1,200 00	1,200 00
Union Passenger,	3,000 00	100 00	.....
Valley,	400,000 00	220,000 00	439,290 00

Digitized by Google

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Verona and Oakmont,	$1,500 00	.....	.....
Warwick,	50,000 00	$500 00	$350 00
Wayne and Conshohocken,	30,000 00	1,000 00	177 00
West Chester and Downingtown,	100,000 00	2,000 00	2,000 00
West Side Traction,	10,000 0	1,000 00	1,000 00
Williams Valley,	100,000 00	2,000 00	600 00
Willow Grove and Hatboro,	18,000 00	600 00	.....
York and Dallastown,	60,000 00	1,200 00	584 00
York and Dover,	50,000 00	1,600 00	288 00
York and Manchester,	50,000 00	1,200 00	114 00
York and Wrightsville,	75,000 00	2,240 00	114 00
Total,	$25,022,900 00	$8,162,687 00	$2,300,702 00

DELINQUENT CORPORATIONS.

The following named corporations having failed to make reports for the fiscal year ending June 30, 1895, as required by law, were duly certified to the Attorney General for the collection of the penalty of five thousand dollars which the law imposes for such failure to report.

STREET.

Pittsburgh Passenger Railway Company.
Pittsburgh, Arlington Heights and St. Clair Railway Company.
River View Electric Railway Company.
South Shore Street Railway Company.

CONSOLIDATIONS, REORGANIZATIONS, &C.

The following named corporations have been reported as consolidated with other corporations.

STEAM.

Martin's Creek Railroad merged into Belvidere-Delaware Railroad.

New York, Lake Erie and Western Railroad reorganized as Erie Railroad.

New York, Pennsylvania and Ohio Railroad sold at judicial sale February 26, 1896, and reorganized as Nypano Railroad.

Pennsylvania and New Jersey Railroad merged into Delaware River Railroad and Bridge Company.

Pittsburgh, Marion and Chicago Railroad reorganized as Pittsburgh, Lisbon and Western Railroad.

Southern Central Railroad sold at judicial sale and reorganized under same name.

Youghiogheny Southern Railroad reorganized under same name.

Digitized by Google

STREET.

Bradford and Kendall Passenger Railway Company consolidated with Bradford Street Railway.

Carbondale and Forest City Passenger Railway consolidated with Carbondale Traction Company.

Chestnut Hill and Norristown Passenger Railway consolidated with Roxboro, Chestnut Hill and Norristown Railway.

Delaware Valley Electric Railway reorganized as Delaware Valley Railway.

Forty-third and Bloomfield Street Railway consolidated with Millvale Passenger Railway.

Franklin and Oil City Rapid Transit Company and Franklin Terminal Railway Company were merged into the Franklin and Oil City Terminal Railway Company, September 10, 1895.

Towanda Traction Company, name changed to Bradford County Railroad.

Washington and Tylerdale Street Railway merged into Washington Electric Railway Company.

ROADS ABANDONED.

The following named roads have been abandoned by decree of court, forfeiture of corporate rights, annulment of charter, etc.:

STEAM.

Binghamton, Pennsylvania and Southern.
Big Level.
Chester and State Line.
Clarion.
Crescent Connecting.
Forest Central.
Harrisburg and Bedford.
Monongahela and Chartiers.
Monongahela River and Broughton.
Nanticoke and Newport.
North Western Pennsylvania.
Philadelphia and Essington.
Portage Creek and Rich Valley.
Shade Creek.
Strasburg.
Ulysses and Pine Creek.
Uniontown and Lick Run.

STREET.

Beaver and Vamport.
Bellevue and Pittsburgh.
Bristol and Newtown.
Butler Traction.
Central Electric Elevated.
Citizens' Electric (Pottsville).
Connecting.

Digitized by Google

Chester and Marple.
Dunmore.
Darby, Lansdowne and Philadelphia.
Edgwood and Sulphur Springs.
Fairmount Palace Car Street Railway.
Highland Park.
Homestead and Calhoun Park.
Honesdale.
Lackawanna.
Lackawanna Valley Rapid Transit Company.
McKeesport and Duquesne.
Morrison Cove.
Munhall Street.
North End.
North Scranton Transit.
North Susquehanna Transit.
Northern.
Northumberland and Allenwood.
Park Street.
Philadelphia Suburban.
Philadelphia and Trenton Electric.
Pittsburgh, Sheraden and Carnegie Traction.
Pittston, Jenkin and Avoca.
Pittston Suburban.
Rankin Street.
Reynolton and Port Vue Traction Company.
Riverside.
Schuylkill Valley.
Scranton Rapid Transit.
Shamokin and Bear Valley
Shamokin and Elysburg.
Slate Belt.
South End.
Southern.
United Traction Company of Pennsylvania.
Wilkinsburg and Rankin.

STRICKEN FROM LIST.

The following named corporations have been stricken from the list for the reason that they do not appear to be such railways as are referred to in the Act of 1889 requiring reports to be made to this Bureau:

Fort Pitt Inclined Plane Company.
Monongahela Inclined Plane Company.
Mount Oliver Inclined Plane Company.
Nunnery Hill Inclined Plane Company.
Pittsburgh Inclined Plane Company.
Saint Clair Inclined Plane Company.
Troy Hill Inclined Plane and Bridge Company.

Digitized by Google

The following named corporation has been stricken from the list for the reason that it does not appear to be such a telephone and telegraph company as is referred to in the Act of 1889 requiring reports to be made to this Bureau:

Royal Telephone and Telegraph Company.

The following named corporation has been stricken from the list for the reason that it does no business in Pennsylvania and owns no property in the State:

Postal Telegraph and Cable Company of New York.

Digitized by Google

Digitized by Google

Reports of Steam Railroads.

1-9-96

Digitized by Google

Digitized by Google

REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: July 21, 1887.

Under laws of what government or state organized: Chapter 917, laws of New York, and act of the State of Pennsylvania dated March 24, 1865.

If a consolidated company, name the constitutent companies: Addison and Pennsylvania Railway Company, of New York, Addison and Pennsylvania Railway Company, of Pennsylvania; chartered in New York, August 19, 1892; chartered in Pennsylvania August 19, 1892.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of term.
T. C. Platt,	49 Broadway, New York,	
William Brookfield,	82 Fulton street, New York,	
James E. Jones,	Yonkers, New York,	
Frank H. Platt,	35 Wall street, New York,	
W. G. Oakman,	82 Broadway, New York,	
George R. Sheldon,	4 Wall street, New York,	
C. L. Pattison,	Elkland, Pa.,	Decease
A. C. Gurnee,	Eden, Me.,	
T. F. Wood,	Orange, N. J.,	
C. S. Brice,	Lima, O.,	
Frank M. Baker,	Oswego, N. Y.,	
H. B. Platt,	49 Broadway, N. Y.,	
E. H. Davidge,	28 Ferry street, New York,	

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 49 Broadway, New York.

Postoffice address of operating office: Addison, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President	T. C. Platt,	49 Broadway, N. Y.
Vice President,	William Brookfield,	82 Fulton street, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	A. H. Howe,	49 Broadway, N. Y.
Attorney, or General Counsel,	Frank H. Platt,	35 Wall street, N. Y.
General Superintendent,	Frank M. Baker,	Addison, N. Y.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Addison and Pennsylvania Railway, ...	Addison, N. Y., ...	Gaines, Pa., ...	41.00
New York and North Pennsylvania Railway.	Gaines, Pa., ...	Galeton, Pa., ...	5.00
Total mileage, ...	.....	.....	46.00

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Addison and Pennsylvania Railway Company operates the line known as the New York and North Pennsylvania Railroad Company, charging them a reasonable sum each month for the service. No written agreement and no stated amount.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,400,146 38	Capital stock, ...	$766,486 67
Cost of equipment, ...	20,362 76	Funded debt, ...	280,196 32
Cash and current assets, ...	9,658 97	Current liabilities, ...	281,061 11
		Profit and loss, ...	2,314 71
Grand total, ...	$1,430,168 11	Grand total, ...	$1,430,168 11

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.: Ninety dollars per month for 45,000 lbs. or under; all over that amount 20 cents per 100 lbs. additional.

United States mails: Three thousand two hundred and forty-eight dollars and eighty-eight cents per annum.

Western Union Telegraph Company: Own line and furnish supplies; this company operates and have free use of line for company' business.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

Under laws of what government or state organized: The general laws State of Pennsylvania and State of New York.

If a consolidated company, name the constituent companies: Allegheny and Kinzua Railroad Company, of the State of New York, chartered December 8, 1887; Allegheny and Kinzua Railroad Company, of the State of Pennsylvania, chartered December 15, 1887, and the Bradford and Corydon Railroad Company, of the State of Pennsylvania, chartered May 5, 1886, consolidated February 26, 1890.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of term.
S. S. Bullis,	Olean, N. Y.,	February 9, 1897.
M. W. Barse,	Buffalo, N. Y.,	February 9, 1897.
C. L. Bedford,	Portville, N. Y.,	February 9, 1897.
G. C. Palmer,	Olean, N. Y.,	February 9, 1897.
C. G. Freck,	Olean, N. Y.,	February 9, 1897.
E. V. Dunlevie,	Olean, N. Y.,	February 9, 1897.
F. L. Stowell,	Olean, N. Y.,	February 9, 1897.
G. C. Farnsworth,	Buffalo, N. Y.,	February 9, 1897.
W. I. Bartholomew,	Morrison, Pa.,	February 9, 1897.
C. A. Williams,	Ridgway, Pa.,	February 9, 1897.
J. E. Rooney,	Buffalo, N. Y.,	February 9, 1897.
C. S. Carey,	Olean, N. Y.,	February 9, 1897.
C. D. Clark,	Olean, N. Y.,	February 9, 1897.

Postoffice address of general office: Olean, N. Y.

Postoffice address of operating office: A. D. Scott, receiver, Allegheny and Kinzua Railroad Company, 328 in County Savings Bank, Buffalo, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	M. W. Barse,	Buffalo, N. Y.
Auditor,	F. L. Stowell,	Olean, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Allegheny and Kinzua,	Bradford, Pa.,	Red House, N. Y.,	25
Allegheny and Kinzua,	Gilbert, Pa.,	Coffee Run, Pa.,	12
Allegheny and Kinzua,	Gilbert, Pa.,	Zelliff, N. Y.,	6
Total mileage,			43

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cash and current assets,	$3,383 05	Current liabilities,	$1,356 12
		Profit and loss,	2,026 93
Grand total,	$3,383 05	Grand total,	$3,383 05

Digitized by Google

ALLEGHENY AND SOUTH SIDE RAILWAY COMPANY.

Date of organization: September 20, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Daniel B. Oliver,	Pittsburgh, Pa.,	April 1, 1897.
Henry W. Oliver,	Pittsburgh, Pa.,	April 1, 1897.
George T. Oliver,	Pittsburgh, Pa.,	April 1, 1897.
Edw. D. Reis,	Pittsburgh, Pa.,	April 1, 1897.
Charles D. Fraser,	Pittsburgh, Pa.,	April 1, 1897.
Stephen W. Tener,	Pittsburgh, Pa.,	April 1, 1897.
Wm. Jenkins,	Pittsburgh, Pa.,	April 1, 1897.

Postoffice address of general office: Corner Tenth and Muriel streets, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	David B. Oliver,	Pittsburgh, Pa.
Secretary,	F. G. Bailey,	Pittsburgh, Pa.
Treasurer,	Stephen W. Tener,	Pittsburgh, Pa.
General Superintendent,	D. S. Kamerer,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Allegheny and South Side Railway,	Sidings and spurs between Fourth street and Twenty-second street, South Side, Pittsburgh, Pa.		.05

The railway consists, at present, of sidings and spurs to and from various mills owned and controlled by the Oliver interests.

The railway has only been operated for about five months during the year.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of equipment,	$7,675 00	Funded debt,	$7,528 50
Cash and current assets,	950 08	Current liabilities,	1 116 64
		Profit and loss,	169 94
Grand total,	$8,625 08	Grand total,	$8,625 08

Digitized by Google

ALLEGHENY VALLEY RAILWAY COMPANY.

Date of organization: February 12, 1852; reorganized, March 1, 1892.
Under laws of what government or State organized: State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	April 5, 1897.
George B. Roberts,	Philadelphia, Pa.,	April 5, 1897.
John P. Green,	Philadelphia, Pa.,	April 5, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	April 5, 1897.
P. A. B. Widener,	Philadelphia, Pa.,	April 5, 1897.
Samuel Rea,	Philadelphia, Pa.,	April 5, 1897.
John B. Jackson,	Pittsburgh,	April 5, 1897.

Date of last meeting of stockholders for election of directors: April 6, 1896.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. H. Barnes,	Philadelphia, Pa.
Secretary,	Stephen W. White,	Philadelphia, Pa.
Treasurer,	Thomas R. Robinson,	Pittsburgh, Pa.
General Solicitor,	Scott & Gordon,	Pittsburgh, Pa.
Auditor,	Theo. F. Brown,	Pittsburgh, Pa.
General Superintendent,	David McCargo,	Pittsburgh, Pa.
Chief Engineer,	Frank M. Ashmead,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line, River division,	Pittsburgh, Pa.,	Oil City, Pa.,	122.50
Main Line, Low Grade division,	Red Bank, Pa.,	Driftwood, Pa.,	108.70
Branch Line, Sligo branch,	Lawsonham, Pa.,	Sligo, Pa.,	10.20
Branch Line, Plum Creek branch,	Verona, Pa.,	Coal Works, Pa.,	7.99
Total mileage,			249.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total
Cost of road,	$41,235,712 09	Capital stock,	$27,021,380 42
Cost of equipment,	1,741,288 79	Funded debt,	16,809,326 43
Cash and current assets,	249,205 22	Current liabilities,	561,551 22
Other assets:		Real estate mortgages,	1,764 73
Materials and supplies,	228,714 76	Accrued interest on funded debt not yet payable,	246,843 09
Sundries,	175,292 41		
Profit and loss,	1,010,454 54		
Grand total,	$44,640,667 81	Grand total,	$44,640,667 81

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Three hundred and five thousand one hundred and fifty dollars of preferred stock was issued; $5,650.00 for the conversion of the preferred stock scrip, and $299,500.00 for coupons of the first mortgage low grade division and general mortgage bonds paid and held by the Pennsylvania Railroad Company, for which the income of the Allegheny Valley Railway Company was inadequate to meet, and for which, under the terms of the reorganization, the Pennsylvania Railroad Company is to accept preferred stock at par.

Four million and two thousand dollars of general mortgage bonds were issued during the year; $2,000.00 for the conversion of general mortgage bond scrip, and $4,000,000.00 sold and the proceeds applied towards the redemption of first mortgage River division bonds, which become due March 1, 1896.

Three million eight hundred and eighty-one thousand dollars of first mortgage River division bonds were paid off and cancelled from the proceeds of the sale of $4,000,000.00 of general mortgage bonds, and the funds are on hand to redeem the balance of $119,000.00 as soon as presented; $100,000.00 of second mortgage bonds, low grade division, were paid off and cancelled.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays forty-seven and one-half per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change from time to time according to weight of mails.

Pullman Palace Car Company own sleeping and parlor cars, keeping up all repairs and charge extra for seats and berths.

No special arrangement with freight or transportation companies.

No special arrangement other than through billing of freight and ticketing of passengers, and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile and fifty per cent. of net receipts of local stations.

ALLENTOWN RAILROAD COMPANY.

Date of organization: April 19, 1853.

Under laws of what government or state organized: Pennsylvania, act of April 19, 1853, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Voorhees,	Philadelphia, Pa.,	Second Monday in January, 1897.
D. Jones,	Philadelphia, Pa.,	Second Monday in January, 1897.
A. J. Antello,	Philadelphia, Pa.,	Second Monday in January, 1897.
James Boyd,	Norristown, Pa.,	Second Monday in January, 1897.
C. G. Hancock,	Philadelphia, Pa.,	Second Monday in January, 1897.
W. G. Brown,	Philadelphia, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 12, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Allentown Railroad Company.	Topton, Pa.,	Kutztown, Pa.	Philadelphia and Reading Railroad Company.	Agreement.	4.50

Operated by the Philadelphia and Reading Railroad Company, said company paying all expenses of operating and to this company a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,085,747 94	Capital stock,	$1,268,884 47
Cash and current assets,	30,424 42	Current liabilities,	12,745 37
Profit and loss,	165,457 48		
Grand total,	$1,281,629 84	Grand total,	$1,281,629 84

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

Under laws of what government or State organized: State of Pennsylvania, under acts of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. Roger Maxwell,	New York city,	Second Monday in January, 1897.
George F. Baker,	New York city,	Second Monday in January, 1897.
Edward B. Adam,	New York city,	Second Monday in January, 1897.
F. R. Cope,	Philadelphia, Pa.,	Second Monday in January, 1897.
Edward Lewis,	Philadelphia, Pa.,	Second Monday in January, 1897.
Thomas McKean,	Philadelphia, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 143 Liberty street, New York, and Philadelphia and Reading Railroad Terminal, Philadelphia.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President.	L. A. Riley.	Philadelphia.
Secretary and Treasurer.	S. Shepherd.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Allentown Terminal Railroad.	Scherbers' Mill.	Connection with Lehigh and Susquehanna Railroad.	Central Railroad of New Jersey and Philadelphia and Reading Railroad Company.	Lease.....	3 27

The Allentown Terminal Railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company, July 10, 1889, for the term of 999 years, at an annual rent of $40,500 and the taxes.

The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road.	$1,025,953 88	Capital stock.	$450,000 00
Cash and current assets.	13,297 41	Funded debt.	450 000 00
		Current liabilities.	130,251 29
		Accrued interest on funded debt not yet payable.	9 000 00
Grand total.	$1,039,251 29	Grand total.	$1,039,251 29

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date of organization: May 27, 1890.

Under laws of what government or state organized: Under the laws of the Commonwealth of Pennsylvania, by act of Assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' approved the 8th day of June, 1875."

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
F. G. Patterson,	Altoona, Pa.,	Second Monday in January, 1897.
M. Scott Gwin,	Altoona, Pa.,	Second Monday in January, 1897.
T. H. Greevy,	Altoona, Pa.,	Second Monday in January, 1897.
H. J. Davis,	Altoona, Pa.,	Second Monday in January, 1897.
E. M. Amies,	Altoona, Pa.,	Second Monday in January, 1897.
John Ebert,	Altoona, Pa.,	Second Monday in January, 1897.
F. Brandt,	Altoona, Pa.,	Second Monday in January, 1897.
W. W. Yon,	Altoona, Pa.,	Second Monday in January, 1897.
G. T. Bell,	Altoona, Pa.,	Second Monday in January, 1897.
J. K. Patterson,	Altoona, Pa.,	Second Monday in January, 1897.

Postoffice address of general office: Altoona, Pa.
Postoffice address of operating office: Altoona, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	F. G. Patterson,	Altoona, Pa.
Secretary,	H. J. Davis,	Altoona, Pa.
Treasurer,	G. D. Bechtel,	Altoona, Pa.
General Solicitor,	T. H. Greevy,	Altoona, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Altoona, Clearfield and Northern Railroad.	Juniata, Pa.,	Dougherty, Pa.,	13

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$82,489 91	Capital stock,	$74,050 00
Cost of equipment,	20,912 52	Funded debt,	64,779 14
Other premanent investments,	30,500 00	Current liabilities,	19,017 00
Lands owned,	11,500 00		
Other assets:			
Equipment trust payments,	12,085 82		
Profit and loss,	357 79		
Grand total,	$157,846 14	Grand total,	$157,846 14

Digitized by Google

ALTOONA AND PHILIPSBURG CONNECTING RAILROAD COMPANY.

Date of organization: July 11, 1892 (date of charter).
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
James Denithorne,	Huntingdon, Pa.	Samuel P. Langdon,	Philadelphia, Pa.
J. R. Levan, M. D.,	Philadelphia, Pa.	George B. Thatcher,	Philadelphia, Pa.
E. C. Lee,	Philadelphia, Pa.	Kenton Warne,	Philadelphia, Pa.

Date of last meeting of stockholders for election of directors: February 14, 1895.
Postoffice address of general office: 915 Drexel Building, Philadelphia, Pa.
Postoffice address of operating office: Philipsburg, Pa.

OFFICERS.

Title	Name.	Location of Office.
President,	Henry Levis,	Philadelphia, Pa.
Secretary,	James C. Long,	Philadelphia, Pa.
Treasurer,	William E. Steen,	Philadelphia, Pa.
General Solicitor,	Geo. Frederick Keene,	Philadelphia, Pa.
General Superintendent	George M. Case,	Philipsburg, Pa.
Chief Engineer,	George M. H. Good,	Houtzdale, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line (for each road named).
Altoona and Philipsburg Connecting Railroad Company, main line.	Wigton, Pa.,	Ramsey, Pa.,	17.4
Branches and spurs,			3.8
Lines operated under trackage rights,	Philipsburg, Pa.,	Wigton, Pa.,	.4
Total mileage,			21.6

GENERAL BALANCE SHEET.

Assets	Total.	Liabilities.	Total.
Cost of road,	$353,437 80	Capital stock,	$404,400 00
Cost of equipment	99,580 85	Funded debt,	15,000 00
Stocks owned,	24,950 00	Current liabilities,	325,283 54
Bonds owned,	14,900 00		
Cash and current assets,	994 95		
Profit and loss,	350,819 94		
Grand total,	$744,683 54	Grand total,	$744,683 54

Digitized by Google

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

Under laws of what government or state organized: Under the general law of the State of Pennsylvania, passed April 4, 1868.

Operated by the Tioga Railroad Company, to which company it was leased for ninety-seven years from July 1, 1882.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
E. B. Thomas, ...	P. O. Box 839, New York.	Samuel Hines, ...	Scranton, Pa.
A. R. Macdonough, ..	P. O. Box 839, New York.	M. F. Elliott, ...	Wellsboro, Pa.
J. Lowber Welsh, ...	Philadelphia, Pa.	A. E. Batchford, ...	Blossburg, Pa.

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1895.

Postoffice address of general office: 21 Courtlandt street, New York city, N. Y.

Postoffice address of operating office: 21 Courtlandt street, New York city, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	J. Lowber Welsh, ...	Philadelphia, Pa.
Secretary, ...	A. R. Macdonough, ...	P. O. Box 839, New York, N. Y.
Treasurer, ...	Edward White, ...	21 Courtlandt street, New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Arnot and Pine Creek Railroad Company.	Arnot Jc., Pa.	Hoytville, Pa.	Tioga Railroad Company.	Lease ..	11.88

Leased to the Tioga Railroad Company March 16, 1883, for the period of 97 years, from July 1, 1882, at a rental of $12,750.00 per annum in semi-annual payments, on the first days of January and July, to be paid direct to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$258,350 74	Capital stock, ...	$255,000 00
		Advances Tioga Railroad Company, ...	3 350 74
Grand total, ...	$258,350 74	Grand total, ...	$258 350 74

Digitized by Google

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

Under laws of what government or state organized: Pennsylvania, act of March 25, 1861.

If a consolidated company, name the constituent companies:

1. The Bellefonte and Snow Shoe Railroad Company, incorporated as the Allegheny and Bald Eagle Railroad Coal and Iron Company, June 12, 1839, supplement May 2, 1855; name changed to Bellefonte and Snow Shoe Railroad Company March 24, 1859, supplement February 16, 1865.

1. The Moshannon Railroad Company, incorporated April 11, 1863, supplement April 14, 1864.

2. The Bellefonte, Nittany and Lemont Railroad Company, organized September 11, 1883, under act of April 4, 1865.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	April 14, 1897.
John Blanchard,	Bellefonte, Pa.,	April 14, 1897.
J. Henry Cochran,	Williamsport, Pa.,	April 14, 1897.
George M. Conarroe,	Philadelphia, Pa.,	April 14, 1897.
William L. Elkins,	Philadelphia, Pa.,	April 14, 1897.
C. A. Mayer,	Lock Haven, Pa.,	April 14, 1897.
William A. Patton,	Philadelphia, Pa.,	April 14, 1897.
Samuel Rea,	Philadelphia, Pa.,	April 14, 1897.
Owen H. Reighard,	Williamsport, Pa.,	April 14, 1897.
G. B. Roberts,	Philadelphia, Pa.,	April 14, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	April 14, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	April 14, 1897.

Date of last meeting of stockholders for election of directors: April 14, 1896.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bald Eagle Valley Railroad.	Vail, Pa.,	Lock Haven Pa.	Pennsylvania Railroad Company.	Lease,	59.20
Branches,					39.23
Total mileage,					99.43

Leased to the Pennsylvania Railroad Company, dated December 7, 1864, for ninety-nine years, from July 1, 1864; rental, forty per cent. of gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company; rental, net earnings.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,896,376 35	Capital stock,	$1,535,000 00
Stocks owned,	25,000 00	Funded debt,	336,000 00
Other permanent investments,	128,750 00	Current liabilities,	267 50
Cash and current assets,	388,842 00	Sinking fund,	64,000 00
		Profit and loss,	503,661 56
Grand total,	$2,438,969 06	Grand total,	$2,438,969 06

IMPORTANT CHANGES DURING THE YEAR.

Graner branch increased thirty-five one-hundredths mile.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: August 19, 1878.
Under laws of what government or state organized: General railroad laws of Pennsylvania.
Operated by the Western Maryland Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
I. N. Snively,	Waynesboro, Pa.,	January 13, 1897.
J. J. Miller,	Waynesboro, Pa.,	January 13, 1897.
Daniel Hoover,	Waynesboro, Pa.,	January 13, 1897.
J. A. Livers,	Gettysburg, Pa.,	January 13, 1897.
Alex. Armstrong,	Hagerstown, Md.,	January 13, 1897.
J. M. Hood,	Baltimore, Md.,	January 13, 1897.
William A. Boyd,	Baltimore, Md.,	January 13, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Waynesboro, Pa.
Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	I. W. Snively,	Waynesboro, Pa.
Secretary,	J. J. Miller,	Waynesboro, Pa.
Treasurer,	Daniel Hoover,	Waynesboro, Pa.
General Auditor,	Robert Carson,	Baltimore, Md.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Baltimore and Cumberland Valley Railroad Company.	State Line, Md.,	Waynesboro, Pa.,	Western Maryland Railroad Company.	4.55

Leased to the Western Maryland Railroad Company, for a period of fifty years (6 per cent. interest on $72,800.00 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to be completed and ended, the Western Maryland Railroad Company paying to the company for the same an annual rental of $4,368.00, and that payable in equal semi-annual instalments of $2,184.00, on the first days of January and July, in each year, computing from the first day of July, 1880, over and above all offsetts and discounts for taxes and assessments.

Western Maryland Railroad Company has the right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent., then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially, contain like covenants for the privilege of purchase, or the obtaining of a new lease.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$149,500 00	Capital stock,	$76,500 00
Cash and current assets:		Funded debt,	72,800 00
Six per cent. on $72,800 bonds 6 months, due by Western Maryland Railroad Company, July 1,	2,184 00	Accrued interest on funded debt not yet payable,	2,184 00
Grand total,	$151,684 00	Grand total,	$151,684 00

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: June 25, 1880.
Under laws of what government or state organized: General railroad laws of Pennsylvania.
Operated by the Western Maryland Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
D. J. Foley,	Baltimore, Md.,	January, 1897.
J. M. Hood,	Baltimore, Md.,	January, 1897.
J. W. McPherson,	Shippenburg, Pa.,	January, 1897.
George B. Cole,	Shippenburg, Pa.,	January, 1897.
John P. Culbertson,	Chambersburg, Pa.,	January, 1897.
W. T. Eyster,	Chambersburg, Pa.,	January, 1897.
J. W. Humbird,	Cumberland, Md.,	January, 1897.
C. W. Humrichouse,	Williamsport, Md.,	January, 1897.

Date of last meeting of stockholders for election of directors: January, 1896.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating office: Baltimore, Md.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	T. M. Mahon,	Chambersburg, Pa.
Treasurer,	D. J. Foley,	Baltimore, Md.
Auditor,	Robert Carson,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Baltimore and Cumberland Valley Extension Company.	Waynesboro, Pa.	Shippensburg, Pa.	Western Maryland Railroad Company.	Lease, ..	26.52

Leased to Western Maryland Railroad Company for a period of fifty years, for 7 per cent. interest on $270,000.00 stock, and 6 per cent. on $230,000.00 first mortgage bonds; date of lease, July 1, 1881; expiration of lease, July 1, 1931, with privilege of renewal for like period or periods.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$500,000 00	Capital stock,	$270,000 00
Cash and current assets,	16,350 00	Funded debt,	230,000 00
		Current liabilities,	16,350 00
Grand total,	$516,350 00	Grand total,	$516,350 00

BALTIMORE AND HARRISBURG RAILROAD COMPANY.

Date of organization: Created by merger, September 20, 1886.

Under laws of what government or state organized: General railroad laws of Pennsylvania, acts of 1849 and 1868; general railroad laws of Maryland, acts of Association, 1876, chapter 242.

If a consolidated company, name the constituent companies: Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company, Bachman Valley Railroad Company of Pennsylvania; consolidation, September 20, 1886.

2-9-96

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. M. Hood,	Baltimore, Md.,	January 8, 1897.
W. S. Rayner,	Baltimore, Md.,	January 8, 1897.
C. W. Slagle,	Baltimore, Md.,	January 8, 1897.
W. H. Vickery,	Baltimore, Md.,	January 8, 1897.
Reuben Young,	Hanover, Pa.,	January 8, 1897.
H. E. Young,	Hanover, Pa.,	January 8, 1897.
L. P. Brockley,	Hanover, Pa.,	January 8, 1897.
R. M. Wirt,	Hanover, Pa.,	January 8, 1897.
Jerome L. Boyer,	Reading, Pa.,	January 8, 1897.
John A. Swope,	Gettysburg, Pa.,	January 8, 1897.

Date of last meeting of stockholders for election of directors: January 8, 1896.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	Hanover, Pa.
Treasurer,	J. T. M. Barnes,	Baltimore, Md.
Auditor,	Robert Casson,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Baltimore and Harrisburg Railway,	Emory Grove, Md.,	Gettysburg, Pa.,	51.2
Baltimore and Harrisburg Railway,	Valley Junction, Pa.,	Hanover Junc., Pa.,	6
Baltimore and Harrisburg Railway,	Intersection,	State Line, Pa.,	1.3
Baltimore and Harrisburg Railway,	Gettysburg, Pa.,	Orrtanna, Pa.,	7.5
Baltimore and Harrisburg Railway,	Orrtanna, Pa.,	Highfield, Md.,	15
Baltimore and Harrisburg Railway,	Porters, Pa.,	York Pa.,	15.7
Total mileage,			96.7

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Baltimore and Harrisburg Railway Company (Western Extension) leased to Baltimore and Harrisburg Railway Company as lessor, and the Western Maryland Railroad Company as lessee of the Baltimore and Harrisburg Railway Company, for fifty years from the first day of June, 1889; annual rental $12,000, 5 per cent. interest on $240,000 bonds; interest payable May and November.

Baltimore and Harrisburg Railway Company (Eastern Extension) leased to Western Maryland Railroad Company and Baltimore and Harrisburg Railway Company for fifty years from January 14, 1891, with privilege of renewal.

Baltimore and Harrisburg Railway Company was leased to the Western Maryland Railroad Company October 25, 1886, for a period of fifty years, with privilege of renewal.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$1,411,995 55	Capital stock, ...	$720,000 00
Stocks owned, ...	25,300 00	Funded debt, ...	690,000 00
Bonds owned, ...	14,700 00	Current liabilities, ...	49,944 47
Baltimore and Harrisburg Railway, first mortgage bonds on hand, ...	12,000 00	Accrued interest on funded debt not yet payable, ...	4,700 00
Sundry notes owned, ...	18,514 05	Sundry securities owned, ...	58,314 05
Cash and current assets, ...	146,246 45	Profit and loss, ...	112,335 60
Other assets: Materials and supplies, ...	6,788 07		
Grand total, ...	$1,635,344 12	Grand total, ...	$1,635,344 12

IMPORTANT CHANGES DURING THE YEAR.

Baltimore and Harrisburg Railway, Eastern Extension, West York to York, George street, seven miles, put in operation May 4, 1896.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government, mails.

Traffic arrangements for interchange of freight with Philadelphia and Reading Railroad, Baltimore and Ohio Railroad and Pennsylvania Railroad upon agreed per cents.

Western Union Telegraph Company.

BALTIMORE AND HARRISBURG RAILWAY COMPANY—WESTERN EXTENSION.

Date of organization: April 30, 1888.

Under laws of what government or state organized: Commonwealth of Pennsylvania.

Operated by Western Maryland Railroad Company (Baltimore and Harrisburg division).

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. W. McKnight, ...	Gettysburg, Pa., ...	January 14, 1897.
W. F. Benchoff, ...	Blue Ridge Summit, Pa., ...	January 14, 1897.
J. Emory Bair, ...	Gettysburg, Pa., ...	January 14, 1897.
Andrew Marshall, ...	Fairfield, Pa., ...	January 14, 1897.
C. H. Buehler, ...	Gettysburg, Pa., ...	January 14, 1897.
C. C. Wooden, ...	Hampstead, Md., ...	January 14, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Gettysburg, Pa.

Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	A. W. Eichelberger, ...	Hanover, Pa.
Secretary, ...	W. P. Quimby, ...	Gettysburg, Pa.
Treasurer, ...	J. T. M. Barnes, ...	Baltimore, Md.
Auditor, ...	Robert Casson, ...	Baltimore, Md.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Baltimore and Harrisburg Railway Company, Western Extension.	Orrtanna, Pa., ..	Highfield, Md.,	Baltimore and Harrisburg Railroad Company.	15

Leased to the Western Maryland Railroad for fifty years, beginning from the first day of June, 1889.

Annual rental of $12,000; 5 per cent. interest on $240,000 bonds; interest payable May and November.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$480,000 00	Capital stock, ...	$240 000 00
Cash and current assets, ...	2,000 00	Funded debt, ...	240 000 00
		Accrued interest on funded debt not yet payable, ...	2 000 00
Grand total, ...	$482,000 00	Grand total, ...	$482 000 00

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania, January 31, 1883, under laws of Pennsylvania, dated April 4, 1868 (supplemented June 8, 1874).

If a consolidated company, name the constituent companies: Delaware and Western Railroad Company and Baltimore and Philadelphia Railroad Company, consolidated February 17, 1883. The Wilmington and the Western Railroad Company was reorganized under laws of State of Delaware, February 5, 1867. Amendments March 10, 1869, March 24, 1871, January 30, 1873, March 3, 1872; laws of Pennsylvania April 17, 1869. Amendments, March 9, 1872, March 28, 1873, April 2, 1870. This road was sold under a decree of the United States Circuit Court for Delaware made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania, March 21, 1865; laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas M. King, ...	Pittsburgh, Pa., ...	December 16, 1896.
J. B. Washington, ...	Pittsburgh, Pa., ...	December 16, 1896.
William M. Canby, ...	Wilmington, Del., ...	December 16, 1896.
William Canby, ...	Wilmington, Del., ...	December 16, 1896.
H. A. Dupont, ...	Wilmington, Del., ...	December 16, 1896.
William T. Dixon, ...	Baltimore, Md., ...	December 16, 1896.
W. H. Addicks, ...	Philadelphia, Pa., ...	December 16, 1896.
R. L. Ashurst, ...	Philadelphia, Pa., ...	December 16, 1896.
J. Wilcox Brown, ...	Baltimore, Md., ...	December 16, 1896.

Date of last meeting of stockholders for election of directors: December 11, 1895.

Postoffice address of general office: Wilmington, Dela.

Postoffice address of operating office: Baltimore, Md.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas M. King,	Pittsburgh, Pa.
Vice President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	J. C. Farra,	Wilmington, Dela.
Treasurer,	W. H. Ijams,	Baltimore, Md.
General Attorney,	H. L. Bond, Jr.,	Baltimore, Md.
Comptroller,	H. D. Buckley,	Baltimore, Md.
Auditor, General,	G. W. Booth,	Baltimore, Md.
General Manager,	W. M. Greene,	Baltimore, Md.
Chief Engineer,	W. T. Manning,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State Line.	P. and R. Junction, Philadelphia, Pa.	Baltimore and Ohio Railroad Company.	36.80
Landenburg branch,	West Junction, Del.	Landenburg, Pa.,	Baltimore and Ohio Railroad Company.	14.20
Market street branch,	W. and N. Junction, Del.	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.02
South Side extension,	West Yard Junction, Wilmington, Del.	Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.80
Crum Creek branch,	Avondale, Pa.,	Leiper and Lewis, Quarry, Pa.	Baltimore and Ohio Railroad Company.	2.40
Total mileage,				59.32

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts and after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,840,000 00	Capital stock,	$4 996,550 00
Cost of equipment,	20,953 83	Delaware and Western stock to be retired,	3,150 00
Profit and loss,	2,619,411 44	Funded debt,	4 840 000 00
		Current liabilities,	2 640,665 27
Grand total,	$12,480,365 27	Grand total,	$12,480 365 27

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

Under laws of what government or State organized: Under general railway laws of Pennsylvania, 1868, and its various supplements.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Hon. J. S. Blair,	Blairstown, N. J.,	Second Tuesday in May, 1897.
C. Miller,	Bangor, Pa.,	Second Tuesday in May, 1897.
D. C. Blair,	Belvidere, N. J.,	Second Tuesday in May, 1897.
G. W. Mackey,	Bangor, Pa.,	Second Tuesday in May, 1897.
J. E. Long,	Bangor, Pa.,	Second Tuesday in May, 1897.
J. S. Miller,	Portland, Pa.,	Second Tuesday in May, 1897.
William Bray,	East Bangor,	Second Tuesday in May, 1897.
C. Ledyard Blair,	Belvidere, N. J.,	Second Tuesday in May, 1897.
Dr. W. H. Vail,	Blairstown, N. J.,	Second Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1896.
Postoffice address of general office: Bangor, Pa.
Postoffice address of operating office: Bangor, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvidere, N. J.
Secretary,	G. W. Mackey,	Bangor, Pa.
Treasurer,	John I. Miller,	Portland, Pa.
General Solicitor,	G. W. Mackey,	Bangor, Pa.
Attorney, or General Counsel,	G. W. Mackey,	Bangor, Pa.
Auditor,	William M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bangor and Portland,	Portland, Pa.,	Nazareth, Pa.,	27.97
Easton and Northern,	Nazareth Jc., Pa.,	Martin's Creek,	4.51
	Belfast, Pa.,	Easton, Pa.,	8.00
Total mileage,			40.51

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$411,491 66	Capital stock,	$121,100 00
Cost of equipment,	110,783 46	Funded debt,	320,000 00
Lands owned,	515 85	Profit and loss,	84,641 36
Cash and current assets,	2,950 39		
Grand total,	$525,741 36	Grand total,	$525,741 36

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company. We receive one-third of earnings over Delaware, Lackawanna and Western Railroad and branches, and Bangor and Portland Railway.

Contract with Adams Express Company, for operating over the Easton and Northern Railroad, similar to the one with the United States Express Company.

Contract with the United States Government for carrying of mails over Bangor and Portland Railway and Easton and Northern Railroad. We receive about two hundred dollars per month.

Contract with Delaware, Lackawanna and Western Railroad, Pennsylvania Railroad, Lehigh and New England Railroad and Central Railroad Company of New Jersey. We receive an arbitrary on freight to and from points not on the above-named railroads and a pro rata on local business.

Contract with the Pennsylvania Telephone Company for use of all 'phones on the Bangor and Portland and Easton and Northern Railroads.

Trackage agreement with Easton and Northern Railroad Company. We pay to them thirty per cent. (30) of gross earnings from freight and passenger traffic for use of tracks and stations between Belfast and Easton, Pa. We keep tracks in repair and pay all employes.

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862.

Under laws of what government or state organized: Pennsylvania. Act concerning railroads, approved April 8, 1861, and supplements thereto.

If a consolidated company, name the constituent companies: By an act of the court the name was changed from "The Barclay Coal Co." to "The Barclay Railroad Co.," September 24, 1891.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Andrew Wheeler,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.
Lawrence Johnson,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.
John L. Wilson,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.
E. O. Macfarlane,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.
John S. Stoer,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.
Charles H. Davis,	204 Walnut Place, Philadelphia, Pa.,	February, 1897.

Date of last meeting of stockholders for election of directors: February 10, 1896.

Postoffice address of general office: 204 Walnut Place, Philadelphia, Pa.

Postoffice address of operating office: Towanda, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry C. Davis,	204 Walnut Place, Phila., Pa.
Secretary and treasurer, assistant	Edward D. Ackley,	204 Walnut Place, Phila., Pa.
Superintendent,	E. O. McFarlane,	Towanda, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for road named.
	From—	To—	
Barclay Railroad Company, main line.	Towanda, Pa., ...	Foot of Plane, Pa.,	14.02

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$450,000 00	Capital stock, ...	$1,000,000 00
Cost of equipment, ...	32,967 08	Funded debt, ...	76,000 00
Bonds owned, ...	17,000 00	Profit and loss, ...	83,616 37
Othe permanent investments, ...	256,753 43		
Lands owned, ...	373,000 00		
Cash and current assets, ...	29,895 86		
Grand total, ...	$1,159,616 37	Grand total, ...	$1,159,616 37

BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
Under laws of what government or state organized: Act April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John Murdock, ...	Johnstown, Pa., ...	December, 1896.
E. B. McColly, ...	Ligonier, Pa., ...	December, 1896.
John Fox, ...	Somerset, Pa., ...	December, 1896.
J. M. Murdock, ...	Johnstown, Pa., ...	December, 1896.
W. F. Murdock, ...	Johnstown, Pa., ...	December, 1896.
J. C. Duncan, ...	Johnstown, Pa., ...	December, 1896.

Date of last meeeting of stockholders for election of directors: December 5, 1895.
Postoffice address of general office: Johnstown, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	John Murdock, ...	Johnstown, Pa.
Secretary, ...	W. F. Murdock, ...	Johnstown, Pa.
Treasurer, ...	J. M. Murdock, ...	Johnstown, Pa.
General Solicitor, ...	Coffroth & Ruppel, ...	Somerset.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bare Rock Railroad,	Milford,	Bare Rocks,	2.5

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$18,587 20	Capital stock,	$19,950 00
Cost of equipment,	6,614 60	Current liabilities,	4,326 57
Cash and current assets,	450 00	Profit and loss,	1,375 23
Grand total,	$25,651 80	Grand total,	$25,651 80

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements.

Operated by the Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. W. Hartman,	Ellwood City, Pa.,	January 15, 1897.
Merrit Greene,	Edgeworth, Pa.,	January 15, 1897.
R. A. Todd,	Ellwood City, Pa.,	January 15, 1897.
Charles H. McKee,	Pittsburgh, Pa.,	January 15, 1897.
Samuel A Roelofs,	Ellwood City, Pa.,	January 15, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Ellwood City, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary and Treasurer,	Samuel A. Roelofs,	Ellwood City, Pa.
General Solicitor, Attorney or General Counsel,	Charles H. McKee,	Pittsburgh.
Auditor,	Samuel A. Roelofs,	Ellwood City, Pa.

Digitized by Google

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Beaver and Ellwood Railroad.	Ellwood Junction.	Ellwood City.	Pittsburgh and Lake Erie Railroad Co.	Rental, ...	2 91

Lease with Pittsburgh and Lake Erie took effect August 1, 1895, for a period of one year.

Lease made on a rental basis, viz: This road to receive a third of first nine hundred (900) dollars of monthly gross earnings, and one-half of all gross earnings monthly, in excess of $900. The Pittsburgh and Lake Erie to furnish all rolling stock, motive power, and pay all operating and general expenses out of their proportion of gross earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$104,675 29	Capital stock, ...	$50,000 00
Cost of equipment, ...	8,483 52	Funded debt, ...	50 000 00
Stocks owned, ...	2,000 00	Current liabilities, ...	19 847 20
Cash and current assets, ...	3,354 89		
Profit and loss, ...	1,333 50		
Grand total, ...	$119,847 20	Grand total, ...	$119,847 20

BEAVER MEADOW, TRESCKOW AND NEW BOSTON RAILROAD COMPANY.

Date of organization: February 20, 1894.

Under laws of what government or state organized: State of Pennsylvania, under an act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

Operated by Central Railroad Company of New Jersey, and the Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. S. Van Wickle, ...	Hazleton, Pa., ...	When successor is elected.
A. M. Eby, ...	Perth Amboy, N. J., ...	When successor is elected.
C. J. Kinchner, ...	Hazleton, Pa., ...	When successor is elected.
J. F. Barber, ...	Hazleton, Pa., ...	When successor is elected.
W. L. Chamberlin, ...	Hazleton, Pa., ...	When successor is elected.
Philip S. Weaver, ...	Hazleton, Pa., ...	When successor is elected.
B. W. Wilde, ...	Hazleton, Pa., ...	When successor is elected.

Date of last meeting of stockholders for election of directors: February 20, 1894.

Postoffice address of general office: Hazleton, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	A. S. Van Wickle,	Hazleton, Pa.
Secretary and Treasurer,	Frank N. Day,	Hazleton, Pa.
Chief Engineer,	W. L. Chamberlin	Hazleton, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

This road was built to connect Coleraine colliery with the Central Railroad of New Jersey, and the Philadelphia and Reading Railroad, and has no equipment of its own, but simply gives the two roads above mentioned an outlet to the colliery. We, therefore, have no operating report to make, nor has the road any revenue, nor does it do any business.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$35,872 50	Capital stock,	$36,000 00
Taxes on capital stock,	127 50		
Grand total,	$36,000 00	Grand total,	$36,000 00

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891. Certificate of organization filed May 5, 1891.

Under laws of what government or state organized: Pennsylvania general law of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
John M. Harding,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
William A. Patton,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
Samuel Rea,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Tuesday in April, 1897.

Date of last meeting of stockholders for election of directors: April 21, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	R. D. Barclay,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bedford and Bridgeport.	Mt. Dallas.	State Line.	Pennsylvania Railroad Company.	Resolution of board.	38.70
	Branch.	.....	.....	.....	10.47
Total mileage, ..	.....	.....	.....	.....	49.17

Operated by the Pennsylvania Railroad Company, under resolutions of boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days notice.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,305,188 87	Capital stock, ...	$600,000 00
Cash and current assets, ...	45,468 09	Funded debt, ...	1,700,000 00
		Profit and loss, ...	50,656 96
Grand total, ...	$2,350,656 96	Grand total, ...	$2,350,656 96

BEECH CREEK RAILROAD COMPANY.

Date of organization: June 29, 1886.

Under laws of what government or state organized: Two acts of General Assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Vanderbilt, Cornelius, ...	New York, N. Y., ...	May 7, 1897.
Vanderbilt, William K., ...	New York, N. Y., ...	May 7, 1897.
Magee, George J, ...	Watkins, N. Y., ...	May 7, 1897.
Baer, George F., ...	Reading, Pa., ...	May 7, 1897.
Betts, William W., ...	Clearfield, Pa., ...	May 7, 1897.
Kerr, James, ...	Clearfield, Pa., ...	May 7, 1897.
Olmsted, Marlin E., ...	Harrisburg, Pa., ...	May 7, 1897.

Date of last meeting of stockholders for election of directors: May 8, 1896.

Postoffice address of general office: Jersey Shore, Pa.

Postoffice address of operating office: Grand Central Station, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Marlin E. Olmsted, ...	Harrisburg, Pa.
Vice President, ...	Cornelius Vanderbilt, ..	Grand Central Station, N. Y.
Secretary, ...	Allyn Cox, ...	Grand Central Station, N. Y.
Treasurer, ...	Edw. V. W. Rossiter,	Grand Central Station, N. Y.
Attorney, or General Counsel, ...	Marlin E. Olmsted, ...	Harrisburg, Pa.
Comptroller, ...	John Carstensen, ...	Grand Central Station, N. Y.
Auditor of Disbursements, ...	Richard A. White, ...	Grand Central Station, N. Y.
General Manager, ...	James D. Layng, ...	Grand Central Station, N. Y.
Engineer, ...	John B. McIntyre, ...	Jersey Shore, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Beach Creek Railroad,	Jersey Shore,	Mahaffey Junction,	113.02
Peale branch,	Viaduct,	Moravian,	8.06
Wells Run branch,	East of Munson's,	Mines,	1.04
Phillipsburg branch,	Munson's,	Stiner's,	7.49
Hawk Run branch,	Hawk Run,	Mines,	2.27
Decatur branch,	West of Hawk Run,	Mines,	1.66
Derby branch,	East of Philipsburg,	Mines,	0.54
Todd branch,	East of Philipsburg,	Mines,	0.88
Pardee No. 2 branch,	West of Hawk Run,	Mines,	1.04
Royal branch,	West of Munson's,	Mines,	0.57
Woodland branch,	East of Woodland,	Mines,	1.23
Clearfield branch,	Clearfield Junction,	Clearfield,	3.93
O'Shanter branch,	Mitchells,	O'Shanter,	1.61
Dunlap branch,	West of Mitchells,	Mines,	1.40
Gazzam branch,	Kermoor,	Gazzam,	3.37
Thurston branch,	East of Gazzam,	Mines,	1.32
Cambria and Clearfield,	Mehaffey Junction,	Patton,	20.39
Cambria and Clearfield,	Patton,	Mines,	6.41
Pine Creek,	Jersey Shore,	Newberry Junction,	12.30
Philadelphia and Reading,	Newberry Junction,	Williamsport,	3.50
Total operated,			192.33

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek Railroad was leased December 5, 1890, to the New York Central and Hudson River Railroad Company for the term of 999 years from the term of October 1, 1890, but is operated as an independent organization.

The terms of the rental were: A guarantee of principal and interest of $5,000,000. First mortgage four per cent. bonds and an annual dividend of four per cent. on $5,000,000 of capital stock. Under a subsequent agreement the lessee company guaranteed the principal and interest of $1,000,000. Second mortgage bonds bearing five per cent. interest, and an annual dividend of four per cent. on $1,000,000 of additional capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment,	$10,731,428 90	Capital stock,	$5,500,000 00
Stocks owned,	17,181 61	Funded debt,	5,500,000 00
Other permanent investments,	689,917 71	Current liabilities,	623,646 28
Cash and current assets,	485,755 07	Accrued rental of equipment,	59,675 00
Other assets:		Profit and loss,	322,613 13
Materials and supplies,	$1,049 13		
Grand total,	$12,005,334 41	Grand total,	$12,005,334 41

CONTRACTS, AGREEMENTS, ETC.

American Express Company.—Consideration 40 per cent. of gross amount of revenue with minimum guarantee of $3,600 per annum.

United States Government.—Based on average daily weight carried.

Altoona and Philipsburg Connecting Railroad.—For use of tracks and station at Philipsburg.

Pennsylvania Railroad.—Coal transportation.

Pennsylvania Railroad.—Use of Derby branch.

Pennsylvania Railroad.—Crossing P. R. R. tracks near Snowshoe.

Pennsylvania Railroad.—Use of Cambria and Clearfield branch.

Buffalo, Rochester and Pittsburgh Railway.—Coal transportation.

Philadelphia and Reading Railroad.—Coal transportation.

Western Union Telegraph Company.—Consideration, limited free transmission of railroad messages.

Central Pennsylvania Tel. and Supply Company.—Use of railway wire at an annual rental of $40 per wire per mile.

W. E. Smith and Others.—Transportation of timber.

City of Lock Haven.—Transportation of limestone.

Digitized by Google

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

Under laws of what government or state organized: Laws of Pennsylvania, act of April 8, 1861; supplements of May 25, 1878, and May 31, 1887.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Harry Whelen,	Philadelphia,	First Monday in May, 1897.
F. F. Milne,	Philadelphia,	First Monday in May, 1897.
R. Dale Benson,	Philadelphia,	First Monday in May, 1897.
Byerley Hart,	Philadelphia,	First Monday in May, 1897.
Theodore M. Etting,	Philadelphia,	First Monday in May, 1897.
Walter Lippincott,	Philadelphia,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Robert Frazer,	Philadelphia, Pa.
Secretary,	Theodore M. Etting,	Philadelphia, Pa.
Treasurer,	George H. Wolbert,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bellefonte Central Railroad Company,	Bellefonte,	State College and Nittany.	20.00
Bellefonte Central Railroad Company,	Mattern Junction,	Red Bank,	5.50
Total mileage,			25.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment,	$574,810 24	Capital stock,	$500,000 00
Stocks owned,	2,700 00	Funded debt,	33,000 00
Other assets:		Current liabilities,	55,360 00
Materials and supplies,	5,448 33	Accrued interest on funded debt not yet payable,	825 00
Profit and loss,	6,426 43		
Grand total,	$589,185 00	Grand total,	$589,185 00

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, five years, from April 4, 1892, for forty per cent. of gross receipts. Mail service, $46.17 per mile per annum—$884.61 per annum.

Central Pennsylvania Telephone and Supply Company has exclusive rights to use railroad company's poles and wires, pays $1.00 per annum rental for same, maintains wires and maintains telephones for a monthly rental of $1.25 each, except two telephones connected with central office at Bellefone, for which railroad company pays $4.00 per month each. Railroad company maintains pole line. Contract runs to March 31, 1897, and thereafter from year to year.

BELVIDERE DELAWARE RAILROAD COMPANY.

Date of organization: March 2, 1836.

Under laws of what government or state organized: Acts of legislature, State of New Jersey, March 2, 1836; March 4, 1847; February 28, 1849; March 10, 1852, March 19, 1852; February 16, 1853; March 14, 1856; March 21, 1863; March 1, 1866; April 14, 1868.

If a consolidated company, name the constituent companies: State of New Jersey. State of Pennsylvania.

The Belvidere, Delaware Railroad Company, March 2, 1836.

The Flemington Railroad and Transportation Company, February 22, 1849, extended January 19, 1854.

The Enterprise Railroad Company, July 26, 1884.

The Martins Creek Railway Company of New Jersey, April 16, 1885.

The Martins Creek Railway Company of Pennsylvania, April 4, 1868, and supplements.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Wilson,	Philadelphia, Pa.,	February 15, 1897.
George Wood,	Philadelphia, Pa.,	February 15, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	February 15, 1897.
J. N. Hutchinson,	Philadelphia, Pa.,	February 15, 1897.
F. W. Jackson,	Jersey City, N. J.,	February 15, 1897.
W. J. Sewell,	Camden, N. J.,	February 15, 1897.
J. A. Anderson,	Lambertville, N. J.,	February 15, 1897.
Lewis Perrine,	Trenton, N. J.,	February 15, 1897.
H. B. Ely,	Beverly, N. J.,	February 15, 1897.

Date of last meeting of stockholders for election of directors: February 3, 1896. Which date changed by article of consolidated and merger to third Monday in February.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. H. Wilson,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer,	John M. Wood,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Belvidere, Del., R.R.,	Trenton, ...	M'n'ka C'k.	Penna. R. R. Co., ...	Lease, ...	67.49
Belvidere, Del., R.R.,	Lamb'tville,	Flemington.	Penna. R. R. Co., ...	Lease, ...	11.55
Belvidere, Del., R.R.,	Coalport, ...	E. Tr'nton,	Penna. R. R. Co., ...	Lease, ...	1.50
Belvidere, Del., R.R.,	Pa. & N.J. State Line	Martins Creek Jct.,	Penna. R. R. Co., ...	Lease, ...	0.14
Belvidere, Del., R.R.,	Pa. & N. J. State Line	Junction B. & P. R. R.,	Penna. R. R. Co., ...	Lease, ...	0.15
Total mileage, ..	.....	.....	.....	.....	80.83

Lease dated February 15, 1876, from the Belvidere, Delaware, Railroad Company to the United New Jersey Railroad and Canal Company, from January 1, 1876, to June 30, 2870, assigned to the Pennsylvania Railroad Company March 7, 1876.

The lessees to have full and exclusive right and power and authority to use, manage and operate said railroad and to fix and determine from time to time all the tolls, charges, freight and rents thereon and thereof and to charge, collect and receive the same.

The lessors to furnish and provide all permanent additions and improvements, betterments and increased facilities which may from time to time be required for the accommodation of the traffic.

The lessees to apply the resources, firstly, to the payment of the cost of repairs, maintaining and perpetuating the railroad and property pertaining thereto and of the expense of using, managing and operating same, and of all tolls, taxes, or assessments levied by the United States or the state of New Jersey, and secondly, to the payment, through the lessors, of the interest upon the funded debt. Whatever surplus remaining to be paid to the lessors for their own use.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,123,523 36	Capital stock, ...	$1,253 000 00
Lands owned, ...	2,136 00	Funded debt, ...	2,793,000 00
Cash and current assets, ...	110,560 78	Current liabilities, ...	18,765 58
		Profit and loss, ...	181,454 56
Grand total, ...	$4,246,220 14	Grand total, ...	$4,246,220 14

IMPORTANT CHANGES DURING THE YEAR.

Belvidere, Delaware, Railroad Company, Martins Creek Railway Company of Pennsylvania, Martins Creek Railway of New Jersey and Enterprise Railway Company consolidated under name of "Belvidere, Delaware, Railroad Company."

One hundred and three thousand stock issued.

Eighteen thousand consolidated mortgage four per cent. bonds redeemed.

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.

Under laws of what government or state organized: The free railroad act of 1868, and its supplement.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. W. Eichelberger,	Hanover, Pa.,	January, 1897.
Jacob Resser,	East Berlin, Pa.,	January, 1897.
Daniel Eberly,	Abbottstown, Pa.,	January, 1897.
Joseph Wolf,	Abbottstown, Pa.,	January, 1897.
Henry A. Young,	Hanover, Pa.,	January, 1897.
Stephen Keefer,	Hanover, Pa.,	January, 1897.
R. A. Meisenheider,	Hanover, Pa.,	January, 1897.
Wm. J. Leas,	East Berlin, Pa.,	January, 1897.
Michael Rebert,	East Berlin, Pa.,	January, 1897.
F. K. Hafer,	Abbottstown, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Western Maryland Railroad Company, Baltimore, Maryland.

OFFICERS.

Title.	Name	Location of Office.
Chairman of the Board,	The President,	Hanover, Pa.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Michael Rebert,	East Berlin, Pa.
Treasurer,	Jacob Resser,	East Berlin, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Berlin Branch Railroad Company,	Berlin Junction,	East, Berlin, Pa.,	7

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$77,326 19	Capital stock,	$43,195 19
Cash and current assets,	277 38	Funded debt,	42,900 00
Profit and loss,	40,922 45	Current liabilities,	32,430 83
Grand total,	$118,526 02	Grand total,	$118,526 02

CONTRACTS, AGREEMENTS, ETC.

Express companies; usual rates.

Mails; $74.92 per quarter.

The Western Maryland Railroad Company receives thirty cents per mile and furnishes all equipments.

3-9-96

Digitized by Google

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

Under laws of what government or state organized: Buffalo Valley Railroad Company, State of Pennsylvania, acts February 19, 1849; April 1, 1868; March 14, 1871.

Reorganized as Berlin Railroad Company July 7, 1879.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Koontz,	Somerset, Pa.,	First Monday May, 1897.
S. A. Philson,	Berlin, Pa.,	First Monday May, 1897.
A. M. Ross,	Confluence, Pa.,	First Monday May, 1897.
J. Reed Torrance,	Pittsburgh, Pa.,	First Monday May, 1897.
S. R. Harris,	Pittsburgh, Pa.,	First Monday May, 1897.
S. C. Hartley,	Myersdale, Pa.,	First Monday May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Black,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Berlin Railroad Co.,	Garrett, Pa.,	Berlin, Pa.,	B. & O. Railroad Co.,	8.00

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$50,425 60	Capital stock,	$50,000 00
Profit and loss,	88,494 56	Current liabilities,	88,920 05
Grand total,	$138 920 05	Grand total,	$138,920 05

Digitized by Google

BIG LEVEL AND KINZUA RAILROAD COMPANY.

Date of organization; August 27, 1881.

Under laws of what government or state organized: Laws of Pennsylvania. Organized under act of April 4, A. D. 1868, and supplements of May 13, A. D. 1876.

Operated by Pittsburgh and Western Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Joshua Davis,	Kane, Pa,	Third Monday of next January.
Thomas L. Kane,	Kane, Pa,	Third Monday of next January.
D. Evan O'N. Kane,	Kane, Pa,	Third Monday of next January.
William Semple,	Pittsburgh, Pa.,	Third Monday of next January.
J. D. Callery,	Pittsburgh, Pa.,	Third Monday of next January.
Elisha K. Kane,	Kishequa, Pa.,	Third Monday of next January.
Solon Humphreys,	54 Exchange Place, N. Y.,	Third Monday of next January.

Date of last meeting of stockholders for election of directors: Third Monday of January, 1896

Postoffice address of general office: Kane, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha K. Kane,	Kishequa, Pa.
Secretary,	Thomas L. Kane,	Kane, Pa.
Treasurer,	Zella E. Kane,	Kishequa, Pa.
General Solicitor, Attorney or General Counsel,	George L. Roberts,	Pittsburgh, Pa.
Comptroller and Auditor,	N. C. Cody,	Kishequa, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Big Level & Kinzua R'y	Mt. Jewett, Pa.,	Ormsby, Pa.,	Pitts. & Western R'y.,	10.7

Under agreement with the Pittsburgh and Western Railway Company; the latter runs trains over the entire line of our company and over twelve miles of its own line, from Kane to Mt. Jewett.

Gross earnings are kept separately for each portion, but the expenses of the train service over the combined lines are divided equally between the two companies. Our company keeps its own tracks in repair at its own expense, and pays salary of agent at eastern terminus.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$208,303 85	Capital stock,	$150,000 00
Cash and current assets,	7,024 88	Funded debt,	50,000 00
Profit and loss,	23,614 53	Current liabilities,	37,943 26
		Accrued interest on funded debt not yet payable,	1,000 00
Grand total,	$238,943 26	Grand total,	$238,943 26

IMPORTANT CHANGES DURING THE YEAR.

Issue of $50,000 00 income bonds, authorized in substitution for $100,000 mortgage bonds with accrued unpaid coupons, $50,000, by unanimous vote of the stockholders.

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 21, 1883.
Under laws of what government or state organized: Charter December 27, 1888.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. R. Buckalew,	Bloomsburg, Pa.,	Second Tuesday January, 1897.
Muton McMichael,	315 Chest. street, Phila. Pa.,	Second Tuesday January, 1897.
E. W. Clark, Jr.,	Philadelphia, Pa.,	Second Tuesday January, 1897.
J. H Kershow,	Philadelphia, Pa.,	Second Tuesday January, 1897.
Charles Evans,	Atlantic City, N. J.,	Second Tuesday January, 1897.
Samuel Wigfall,	Bloomsburg, Pa.,	Second Tuesday January, 1897.
L. E. Waller,	Bloomsburg, Pa.,	Second Tuesday January, 1897.
J. K. Grotz,	Bloomsburg, Pa.,	Second Tuesday January, 1897.
H. J. Conner,	Orangeville, Pa.,	Second Tuesday January, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.
Postoffice address of general office: Bloomsburg, Pa.
Postoffice address of operating office: Bloomsburg, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Morton McMichael,	315 Chestnut street, Phil'a, Pa.
President,	C. R. Buckalew,	Bloomsburg, Pa.
First Vice President,	Samuel Wigfall,	Bloomsburg, Pa.
Secretary,	H. J. Conner,	Orangeville, Pa.
Treasurer,	Samuel Wigfall,	Bloomsburg, Pa.
General Manager,	F. M. Leader,	Bloomsburg, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road.
	From—	To—	
Bloomsburg and Sullivan R. R. Co., ...	Bloomsburg, Pa., ...	Jamison City, Pa., ..	30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$1,199,000 00	Capital stock, ...	$600,000 00
Cash and current assets, ...	2,588 11	Funded debt, ...	599,000 00
Other assets:		Current liabilities, ...	17,428 70
Equipment trust payments, ...	1,000 00		
Profit and loss, ...	13,840 59		
Grand total, ...	$1,216,428 70	Grand total, ...	$1,216,428 70

CONTRACTS, AGREEMENTS, ETC.

United States Express Company have full right to handle all express matter, packages, money, etc., until otherwise ordered.

United States mail to be carried on all trains, if necessary with postoffice on one train daily, except Sunday.

BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

Date of organization: April 1, 1892.

Under laws of what government or state organized: Under general laws, State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. R. McGeorge, ...	New York, ...	January, 1897.
H. K. Pomroy, ...	New York, ...	January, 1897.
J. R. Cowing, ...	New York, ...	January, 1897.
Charles Dana, ...	New York, ...	January, 1897.
D. H. Jack, ...	Bradford, Pa., ...	January, 1897.
George L. Roberts, ...	Bradford, Pa., ...	January, 1897.
John J. Carter, ...	Titusville, Pa., ...	January, 1897.

Date of last meeting of stockholders for election of directors: April 1, 1892.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating office: Bradford, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	George L. Roberts,	Pittsburgh, Pa.
Vice President,	H. K. Pomroy,	New York.
Secretary,	J. B. McGeorge,	New York.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
Attorney, or General Counsel,	George L. Roberts,	Pittsburgh, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	John C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bradford, Bordell and Kinzua Railway Company.	Bradford, Pa.,	Smethport, Pa.,	25.23
Rixford branch,	Kinzua Junction,	Rixford, Pa.,	6.87
Total mileage,			32.10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,730 36	Profit and loss,	$36,888 06
Cash and current assets,	14,380 49		
Other assets,	20,777 22		
Grand total,	$36,888 06	Grand total,	$36,888 06

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co., express, paying one and one-half times first-class freight rates on local, and first-class freight rate on through freight.

United States Postoffice Department pays $47.61 per mile per year for mail transportation between Bradford and Smethport.

Western Union Telegraph Company own and maintain the line, except that the railroad company maintains the poles.

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

Under laws of what government or state organized: Under a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, 1874, also an act approved the 8th day of June, 1888, and the several supplements thereto.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. S. Whitney,	Belmont, N. Y.,	January 11, 1897.
T. P. Thompson,	Bradford, Pa.,	January 11, 1897.
E. Breen,	Lewis Run, Pa.,	January 11, 1897.
D. L. Mallory,	Bradford, Pa.,	January 11, 1897.
H. P. Whitney,	Bradford, Pa.,	January 11, 1897.
J. A. McKellar,	Bradford, Pa.,	January 11, 1897.

Date of last meeting of directors for election of directors: January 12, 1896.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating office: Bradford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	C. S. Whitney,	Bradford, Pa.
President,	C. S. Whitney,	Bradford, Pa.
Vice President,	H. P. Whitney,	Bradford, Pa.
Secretary and Treasurer,	J. A. McKellar,	Bradford, Pa.
Auditor,	J. A. McKellar,	Bradford, Pa.
General Manager,	H. P. Whitney,	Bradford, Pa.
Chief Engineer,	H. P. Whitney,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bradford and Western Pennsylvania Railroad Company.	Lewis Run, Pa.,	Carneys,	4.80
	Munich, Pa.,	Brick Yard,	1.00
	Spurs,		1.20
Total mileage,			7.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$36,970 00	Capital stock,	$36,000 00
Cost of equipment,	9,409 77	Current liabilities,	17,601 47
Cash and current assets,	88 23		
Profit and loss,	7,133 47		
Grand total,	$53,601 47	Grand total,	$53,601 47

Digitized by Google

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.

Under laws of what government or state organized: General railroad act of Pennsylvania of April 4, 1868.

Operated by Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
A. R. Macdonough, ..	P. O. Box 839, N. Y. city.	David Robertson, ...	Ridgway, Pa.
David H. Jacks, ...	Bradford, Pa.		

Date of last meeting of stockholders for election of directors: Second Monday, June, 1895.

Postoffice address of general office: P. O. Box 839, New York city.

Postoffice address of operating office: P. O. Box 839, New York city.

OFFICERS.

Title.	Name.	Location of Office.
Secretary, ...	A. R. Macdonough, ...	P. O. Box 839, N. Y. city.
Treasurer, ...	Edward White, ...	P. O. Box 839, N. Y. city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From	To			
Brockport and Shawmut Railroad Co.	Brockport, Pa.,	Shawmut, Pa.,	Erie Railroad Company.	By virtue of the ownership of the stock.	2.10

The capital stock of this company is owned by the Erie Railroad Company, and the road is operated by the latter named company, by virtue of this ownership.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road.	$21,195 26	Capital stock.	$22,500 00
New York, Lake Erie and Western Railroad Company, ...	22,500 00	New York, Lake Erie and Western Railroad Company, advances, ...	21,195 26
Grand total.	$43,695 26	Grand total, ...	$43,695 26

Digitized by Google

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
Under laws of what government or state organized: Pennsylvania, act of 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Allen R. Walton,	Hummelstown, Pa.,	January 25, 1897.
Robert J. Walton,	Hummelstown, Pa.,	January 25, 1897.
E. A. Penny,	Hummelstown, Pa.,	January 25, 1897.
H. O. Deshong,	Philadelphia, Pa.,	January 25, 1897.
Morris Ebert,	Philadelphia, Pa.,	January 25, 1897.
John J. Nissley,	Hummelstown, Pa.,	January 25, 1897.

Date of last meeting of stockholders for election of directors: January 27, 1896.
Postoffice address of general office: Waltonville, Pa.
Postoffice address of operating office: Waltonville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Allen Walton,	Waltonville, Pa.
Secretary,	E. A. Penney,	Waltonville, Pa.
Treasurer,	Allen K. Walton,	Waltonville, Pa.
Attorney, or General Counsel,	Weiss & Gilbert,	Harrisburg, Pa.
Auditor,	Charles M. Hartrick,	Waltonville, Pa.
General Manager,	Allen K. Walton,	Waltonville, Pa.
Chief Engineer,	George W. Hayes,	Waltonville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line named, for each road
	From—	To—	
Brownstone and Middletown Railroad Company.	Brownstone, Pa.,	Waltonville, Pa.,	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$20,000 00	Capital stock,	$27,000 00
Cost of equipment,	7,550 00	Current liabilities,	1,654 07
Cash and current assets,	579 90	Profit and loss,	1,475 83
Grand total,	$28,129 90	Grand total,	$28,129 90

CONTRACTS, AGREEMENTS, ETC.

A traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

Digitized by Google

BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY,

Date of organization: March 4, 1859.

Under laws of what government or state organized: Buffalo and Bradford Railroad Company incorporated by special act of Pennsylvania, March 14, 1856; Buffalo and Pittsburgh Railroad Company incorporated under general railroad act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856; Buffalo and Pittsburgh Railroad Company, organized in New York, October 15, 1882. Certificate of consolidation filed in Pennsylvania February 26, 1859, and in New York March 4, 1859.

Operated by Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. Lowber Welsh,	Philadelphia, Pa.,	Second Monday in June.
E. B. Thomas,	New York,	Second Monday in June.
A. Donaldson,	New York,	Second Monday in June.
A. R. Macdonough,	New York,	Second Monday in June.
D. H. Jack,	Bradford, Pa.,	Second Monday in June.
W. A. May,	Scranton, Pa.,	Second Monday in June.
Abram K. Johnson,	Bradford, Pa.,	Second Monday in June.

Date of last meeting of stockholders for election of directors, June 10, 1895.

Postoffice address of general office: P. O. Box 839, New York city.

Postoffice address of operating office: P. O. Box 839 New York city.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	21 Courtlandt st., N. Y. city.
Treasurer,	E. White,	21 Courtlandt st., N. Y. city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Buffalo, Bradford and Pittsburgh Railroad	Carrollton, N. Y.	Gilesville, Pa.,	Erie Railroad Company.	26.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,110,629 55	Capital stock	$2,286,400 00
		Advances,	824,229 55
Grand total,	$3,110,629 55	Grand total	$3,110,629 55

Digitized by Google

BUFFALO, ROCHESTER AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: Consolidated under the general railroad laws of the States of New York and Pennsylvania.

State of New York: Laws of 1869; chapter 917, as amended by the laws of 1881, chapter 655.

State of Pennsylvania: Act of March 24, 1865, and supplements.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburgh Railway Company was formed March 11, 1887, by the consolidation of the following companies:

The Buffalo, Rochester and Pittsburgh Railway Company, organized under the laws of the State of New York on October 24, 1885.

The Pittsburgh and State Line Railway Company, organized on the same date, under the act of the State of Pennsylvania.

The following companies are practically merged into the Buffalo, Rochester and Pittsburgh Railway Company, by the control of their capital stock: Perry Railroad Company, organized May 9, 1882; Lincoln Park and Charlotte Railroad Company, organized December 1, 1888; Johnsonburg and Bradford Railroad Company, organized November 15, 1887; practically merged by lease of long duration, Clearfield and Mahoning Railway Company, organized May 31, 1892.

The articles of merger were entered into with the Buffalo, Rochester and Pittsburgh Railroad Company on December 14, 1885, and with the Pittsburgh and State Line Railway Company on March 9, 1887, in accordance with the laws of New York and Pennsylvania.

The consolidation became effective on March 11, 1887.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Henry I. Banbey,	New York city, N. Y.,	November 16, 1896
Frederick A. Brown,	New York city, N. Y.,	November 16, 1896.
Walston H. Brown,	New York city, N. Y.,	November 16, 1896.
J. H. Hocart,	New York city, N. Y.,	November 16, 1896
Adrian Iselin, Jr.,	New York city, N. Y.,	November 16, 1896.
C. O'D. Iselin,	New York city, N. Y.,	November 16, 1896.
Wheeler H. Peckham,	New York city, N. Y.,	November 16, 1896.
Aug. Richards,	New York city, N. Y.,	November 16, 1896.
James A. Roosevelt,	New York city, N. Y.,	November 16, 1896.
J. Kennedy Tod,	New York city, N. Y.,	November 16, 1896.
Warren A. Wilbur,	South Bethlehem, Pa.,	November 16, 1896.
Arthur G. Yates,	Rochester, N. Y.,	November 16, 1896.
W. Emlen Roosevelt,	New York city, N. Y.,	November 16, 1896.

Date of last meeting of stockholders for election of directors: November 18, 1895.

Postoffice of general office: No. 36 Wall street, New York, N. Y., and Rochester, N. Y.

Postoffice address of operating office: Rochester, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Arthur G. Yates,	
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President,	Adrian Iselin, Jr.,	36 Wall st., New York
Assistant to Vice President,	George E. Merchant,	Rochester, N. Y.
Secretary and Assistant Treasurer,	John H. Hocart,	36 Wall st., New York.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
General Solicitor, Attorney or General Counsel for New York State,	Foote & Havens,	Rochester, N. Y.
General Solicitor, Attorney or General Counsel for Pennsylvania,	C. H. McCauley,	Ridgway, Pa.
Chief Engineer,	William E. Hoyt,	Rochester, N. Y.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Buffalo, Rochester and Pittsburgh Railway Company.	Rochester, N. Y., ..	Ashford, N. Y., ...	93.76
	Buffalo Creek, N. Y.,	Howard Junc., Pa.,	80.84
	Clarion Junc., Pa., ..	Watson, Pa., ...	65.55
Beech Tree Mine Line, ...	Beechtree Jc., Pa., ..	Beechtree, Pa., ...	5.15
Dixon Mine Line, ...	Falls Creek, Pa., ...	Dixon Mines, Pa., ..	1.00
Eleanora Mine Line, ...	Big Run, Pa., ...	Eleanora, Pa., ...	5.65
Adrian Mine Line, ...	Elk Run Junc., Pa.,	Adrian, Pa., ...	2.88
Lincoln Park and Charlotte Railroad, .	Lincoln Park, N. Y.,	Charlotte, N. Y., ...	10.30
Perry Railroad, ...	Silver Lake Jc., N.Y.	Silver Springs, N. Y.,	1.03
Johnsonburg and Bradford Railroad, .	Howard Junc., Pa., ..	Mt. Jewett, Pa., ...	19.60
Clearfield and Mahoning Railroad, ...	DuBois Junc., Pa., ..	Clearfield, Pa., ...	25.87
Mahoning Valley Railroad, ...	Stanley, Pa., ...	Helvetia, Pa., ...	1.89
Erie Railroad, ...	Mt. Jewett, Pa., ...	Clarion Junc., Pa., ..	20.76
New York Central and Hudson River Railroad.	Buffalo, N. Y., ...	East Buffalo, N. Y.,	1.09
Western New York and Pennsylvania Railroad.	East Buffalo, N. Y.,	Buffalo Creek, N. Y.,	1.96
Beech Creek Railroad, ...	Beech Creek, Pa., ...	Clearfield, Pa., ...	.47
Buffalo Creek Railroad, ...	Buffalo (Gansenet), N. Y.	Buffalo Creek, N. Y.,	1.92
Total mileage, ...	.....	.....	339.66

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$18,122,625 49	Capital stock, ...	$12,000,000 00
Cost of equipment, ...	4,261,309 46	Funded debt, ...	10,667,000 00
Stocks owned, ...	1,003,670 50	Current liabilities, ...	1,301,635 75
Other permanent investments, ..	100,045 05	Real estate mortgages, ...	301,500 00
Cash and current assets, ...	756,776 18	Accrued interest on funded debt not yet payable, ...	130,922 46
Materials and supplies, ...	245,813 93	Accrued rentals not yet payable,	6,754 67
		Profit and loss, ...	185,427 73
Grand total, ...	$24,593,240 61	Grand total, ...	$24,593,240 61

IMPORTANT CHANGES DURING THE YEAR.

Fifty-five one-hundredths miles added by a remeasurement of main line branches.

One and eighty-nine one-hundredths miles added by the lease of the Mahoning Valley Railroad Company.

One and forty-four hundredths miles added by new arrangements for trackage rights.

Three and eighty-eight one-hundredths total miles added.

Mahoning Valley Railroad leased from May 1st, 1896.

Two hundred and eighty-nine thousand dollars of general mortgage bonds were issued during the year.

Twenty-five thousand dollars car trust bonds, series No. 7, matured and were paid; $20,000.00 car trust bonds, series No. 8, matured and were paid; $27,000.00 car trust bonds, series No. 9, matured and were paid; $47,000.00 car trust bonds, series No. 10, matured and were paid; $21,000.00 car trust bonds, series No. 11, matured and were paid; $140,000.00 total paid.

Five thousand dollars were paid on real estate mortgages.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company operates the whole road, paying agreed rates, and guarantees a fixed minimum for the year.

The mails are paid for by United States Government at following rates: Route No. 107,097, 1.19 miles, $48.50 per annum; route No. 107,102, 236.76 miles, $21,661.17 per annum; route No. 107,150, 49.19 miles, $2,953.40 per annum; route No. 110,125, 26.33 miles, $1,170.61 per annum; route No. 110,178, 2.39 miles, $102.17 per annum, total, $26,935.67 per annum.

The Trades Dispatch and West Shore Line pay agreed rates and the railroad company its proportion of their expenses.

Digitized by Google

Allegheny Valley Railroad—Passenger and freight traffic prorated when over forty miles on actual mileage, when under forty miles on agreed arbitraries.

New York, Lake Erie and Western Railway Company—For use of 20.76 miles of double track, by paying the interest of one-half cost of the track, and proportion of expenses of maintenance and operating on a wheelage basis.

New York Central and Hudson River Railroad Company—For use of passenger terminal, Buffalo, N. Y., at an agreed rate per coach, proportion of expense of ticket office, and rent of storage sidings.

Reynoldsville and Falls Creek—Passenger and freight traffic prorated on actual mileage after allowing the short line sixteen miles minimum.

Rochester and Pittsburgh Coal and Iron Company—Agrees to ship certain tonnage over the road.

Beech Creek Railroad and Philadelphia and Reading Railroad—For interchange of traffic at agreed rates.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to other lines of the offices maintained by the railway company. The telegraph company furnishes all supplies and the railway company the necessary labor.

Telephone contracts run from $40.00 to $180.00 per annum, according to location.

Western New York and Pennsylvania Railway—For use of one ninety-six one-hundredths miles of track in Buffalo, N. Y., at an agreed rate per coach, and their use of Buffalo, Rochester and Pittsburgh tracks, Riverside Park, Pa., to Bradford, Pa., at an agreed rate per coach.

BUFFALO AND SUSQUEHANNA RAILROAD COMPANY.

Date of organization: September 25, 1892.

By what authority incorporated: Pennsylvania General Law, approved April 4, 1868.

If a consolidated company, name the constituent companies: Sinnemahoning Valley Railroad Company, chartered May 8, 1889; Susquehanna Railroad Company, chartered August 3, 1891; Buffalo and Susquehanna Railroad Company, chartered October 7, 1891; Cherry Springs Railroad Company, chartered July 14, 1893; Cross Fork Railroad Company, chartered August 12, 1893; Coudersport and Wellsboro Railroad Company, chartered January 2, 1892; State Line Railroad Company, November 10, 1890.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
T. H. Goodyear,	Buffalo, N. Y.,	January 11, 1897.
C. W. Goodyear,	Buffalo, N. Y.,	January 11, 1897.
W. I. Lewis,	Coudersport, Pa.,	January 11, 1897.
N. N. Metcalf,	Austin, Pa.,	January 11, 1897.
Daniel Collins,	Austin, Pa.,	January 11, 1897.
H. Hutchinson,	Austin, Pa.,	January 11, 1897.
W. H. Sullivan,	Austin, Pa.,	January 11, 1897.
P. H. Farrell,	Austin, Pa.,	January 11, 1897.
M. E. Olmsted, ex-officio,	Harrisburg, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Austin, Pa.

Postoffice address of operating office: Buffalo, N. Y.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	F. H. Goodyear,	Buffalo, N. Y.
President,	M. E. Olmsted,	Harrisburg, Pa.
First Vice President	T. H. Goodyear,	Buffalo, N. Y.
Second Vice President,	C. W. Goodyear,	Buffalo, N. Y.
Secretary,	F. A. Lehr,	Buffalo, N. Y.
Treasurer,	E. O. Cheney,	Buffalo, N. Y.
General Solicitor and General Counsel,	M. E. Olmsted,	Harrisburg, Pa.
Auditor,	F. H. Freeborn,	Buffalo, N. Y.
General Manager,	C. W. Goodyear,	Buffalo, N. Y.
Chief Engineer,	H. Herden,	Galeton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Buffalo and Susquehanna Railroad Co.,	Keating Sum't, Pa.,	Ansonia, Pa.,	61.89
Buffalo and Susquehanna Railroad Co.,	Galeton, Pa.,	To a point on N. Y. & Pa. State Line.	28.94
Buffalo and Susquehanna Railroad Co.,	Cross Fork, Pa.,	Cross Fork Jc., Pa.,	13.23
Wellsv'e, C'dersp't and Pine Cr'k R.R.,	Wellsville, N. Y.,	To a point on N. Y. & Pa. State Line.	10.08
Fall Brook Railway Company,	Ansonia, Pa.,	Corning, N. Y.,	43.60
Total mileage,			155.14

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,041,000 00	Capital stock,	$1,518,000 00
Cost of equipment,	874 37	Funded debt,	1,367,000 00
Cash and current assets,	110,010 45	Current liabilities,	95,978 21
Other assets:		Accrued interest on funded debt not yet payable,	17,087 55
Materials and supplies,	23,462 63	Due on construction account,	15,000 00
Sinking fund,	79,233 09	Sinking fund,	183,479 07
		State Line R. R. account payable	33,000 00
		Profit and loss,	27,035 81
Grand total,	$3,256,580 74	Grand total,	$3,256,580 74

IMPORTANT CHANGES DURING THE YEAR.

During the year the State Line railroad was consolidated with this company (November 26, 1895), and its road, 1.60 miles in length, was put in operation January 1, 1896.

Also during the year constructed 25.34 miles of new road, running from Galeton, Pa., to Perryville, Pa., which was put in operation January 1, 1896.

Commencing January 1, 1896, the Wellsville, Coudersport and Pine Creek railroad, running from Wellsville, N. Y., to a point on State Line, between New York state and Pennsylvania, a distance of 10.08 miles, was leased for a term of eighty-five years, paying a yearly cash rental of $8,250, as per notation on page 46 of this report.

State Line railroad was consolidated with Buffalo and Susquehanna railroad. See note on page 16 for further answer to this question, and for answer to question 6.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

American Express Company, $200 per month.

Wells Fargo Express Company, 40 per cent. of gross earnings on express hauled over Wellsville, Coudersport and Pine Creek railroad.

Mails received from United States Government, $2,370.58 per year; $274.02 for six months, the contract with Wellsville, Coudersport and Pine Creek Railroad Company; total for year, $2,644.60.

From March 18, 1896, this company hauled all car load shipments (originating on this road) from Ansonia, Pa., to Corning, N. Y., over the Fall Brook railway, a distance of forty-three miles, this company using their own power and crews and paying the Fall Brook railway fourteen cents per net ton for the privilege of using their tracks, etc.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890.

Under laws of what government or state organized: Under general law of State of Pennsylvania, approved April 8, 1861, and the several supplements thereto.

Frankford and Holmesburg Railroad Company incorporated by act of July 18, 1863, supplements thereto, approved March 30, 1864; April 11, 1866, and April 10, 1867, sold under foreclosure November 18, 1890.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel Ray,	Philadelphia, Pa.,	First Monday in May, 1897.
Wm. H. Barnes,	Philadelphia, Pa.,	First Monday in May, 1897.
John P. Green,	Philadelphia, Pa.,	First Monday in May, 1897.
Wm. A. Patton,	Philadelphia, Pa.,	First Monday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
Jos. N. Crawford,	Philadelphia, Pa.,	First Monday in May, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	First Monday in May, 1897

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer,	J. L. Vanzandt,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bustleton Railroad Company	Holmesburg Junction, Pa	Bustleton, Pa.	Pennsylvania Railroad Company.	By resolutions of board	4.16

Operated by the Pennsylvania Railroad Company under resolutions adopted by the board of directors of each company. Rental, net earnings. This arrangement dates from January 1, 1891, and to terminate at the option of either party on thirty days' notice.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Profit and loss,	43,327 62	Current liabilities,	43,327 62
Grand total,	$143,327 62	Grand total,	$143,327 62

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.

Under laws of what government or state organized: Pennsylvania general law, April 4, 1868.

If a consolidated company, name the constituent companies: The Cresson Railroad Company was consolidated with the Cambria and Clearfield Railroad Company under agreement dated July 17, 1891, filed in Harrisburg August 6, 1891.

The Cresson Railroad Company was organized July 10, 1891, by the purchasers of the property and franchises of the Ebensburg and Cresson Railroad Company.

Sold under foreclosure May 8, 1891.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William H. Barnes,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
John P. Green,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
William A. Patton,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	Third Tuesday in April, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Tuesday in April, 1897.
George Wood,	Philadelphia, Pa.,	Third Tuesday in April, 1897.

Date of last meeting of stockholders for election of directors: April 21, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	Jno. C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Terminals		By what company operated.	Under what kind of contract operated	Miles of line.
	From—	To—			
Cambria and Clearfield Railroad.	Cresson Junction.	Glen Campbell Junction.	Pennsylvania Railroad Company.	Resolution of Board.	48.35
Branches.					49.29
Total mileage.					97.64

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies.

Rental, net earnings.

This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,581,105 11	Capital stock,	$1,330,560 00
Cash and current assets,	79,067 24	Funded debt,	1,279,000 00
		Current liabilities,	33,785 76
		Profit and loss,	46,826 59
Grand total,	$2,660,172 35	Grand total,	$2,660,172 35

IMPORTANT CHANGES DURING THE YEAR.

Net decrease of branches .7 mile.
Two hundred and forty shares of new stock issued, $12,000.

CAMMAL AND BLACK FOREST RAILWAY COMPANY.

Date of organization: March 14, 1894.
Under laws of what government or state organized: State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Joseph Wood,	Jersey Shore, Pa.,	March 14, 1897.
J. S. Childs,	Jersey Shore, Pa.,	March 14, 1897.
W. R. Peoples,	Jersey Shore, Pa.,	March 14, 1897.
William Boyer,	Cammal, Pa.,	March 14, 1897.
H. L. Childs,	Cammal, Pa.,	March 14, 1897.
Walter C. Wood,	Cammal, Pa.,	March 14, 1897.
Daniel Shepp,	Tamaqua, Pa.,	March 14, 1897.

Date of last meeting of stockholders for election of directors: May 20, 1896.
Postoffice address of general office: Cammal, Lycoming county, Pa.
Postoffice address of operating office: Cammal, Lycoming county, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Robert McCullough,	Cammal, Pa.
Vice President,	Daniel Shepp,	Cammal, Pa.
Secretary,	Joseph Wood,	Cammal, Pa.
Treasurer,	Joseph Wood,	Cammal, Pa.
Attorney, or General Counsel,	W. R. Peoples,	Jersey Shore, Pa.
Auditor,	H. B. Humes,	Jersey Shore, Pa.
General Manager,	J. S. Childs,	Cammal, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cammal and Black Forest R'y Co.,	Cammal,	Pump Station,	12
Cammal and Black Forest R'y Co.,	Pump Station,	County line,	7.1
Cammal and Black Forest R'y Co.,	Sidings,	Branches,	2.4
Total mileage,			21.4

4-9-96

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$82,462 00	Capital stock,	$75,000 00
Cost of equipment,	11,452 31	Funded debt,	26,795 69
Cash and current assets,	3,277 46	Current liabilities,	1,571 54
Other assets:			
Materials and supplies,	2,500 00		
Sundries,	398 00		
Profit and loss,	3,277 46		
Grand total,	$103,367 23	Grand total,	$103,367 23

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Voorhees,	Philadelphia, Pa.,	First Monday in November, 1896.
Leonard Pickett,	Catasauqua, Pa.,	First Monday in November, 1896.
Albert Foster,	Philadelphia, Pa.,	First Monday in November, 1896.
R. H. Ball,	Philadelphia, Pa.,	First Monday in November, 1896.
B. F. Packenthal, Jr.,	Easton, Pa.,	First Monday in November, 1896.
Samuel Thomas,	Catasauqua, Pa.,	First Monday in November, 1896.
W. S. Pilling,	Philadelphia, Pa.,	First Monday in November, 1896.
John Thomas,	Catasauqua, Pa.,	First Monday in November, 1896.
George T. Barnes,	Philadelphia, Pa.,	First Monday in November, 1896.
J. W. Fuller,	Catasauqua, Pa.,	First Monday in November, 1896.

Date of last meeting of stockholders for election of directors: November 4, 1895.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Tayler,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Catasauqua and Fogelsville R. R. Co.,	Catasauqua, Pa.,	R'tenhouse Gap, Pa.,	27.20

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$576,919 99	Capital stock,	$126,900 00
Cost of equipment,	135,150 00	Funded debt,	135,000 00
Bonds owned,	22,000 00	Current liabilities,	19,123 83
Cash and current assets,	32,645 44	Profit and loss,	189,219 12
Other assets:			
Materials and supplies,	3,527 52		
Grand total,	$770,242 95	Grand total,	$770,242 95

CATAWISSA RAILROAD COMPANY.

Date of organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company, by act of Assembly, March 20, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by act of Assembly, March 20, 1849; reorganized by foreclosure of first mortgage, by act of Assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Edward S. Buckley,	Philadelphia, Pa.,	May, 1897.
R. Dale Benson,	Philadelphia, Pa.,	May, 1897.
John S. Graham,	Philadelphia, Pa.,	May, 1897.
George McCall,	Philadelphia, Pa.,	May, 1897.
Francis K. Shipper,	Philadelphia, Pa.,	May, 1897.
Francis J. Allison,	Philadelphia, Pa.,	May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	G. Ashleton Carson,	Philadelphia, Pa.
Secretary and Treasurer,	R. M. Elliott,	Philadelphia, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line.
Catawissa railroad,	Tamanend,	Williamsport,	P. & R. R. Co.,	160

This road was leased to the Philadelphia and Reading Railroad Company November 1, 1872, for 999 years, at 30 per cent. of the gross receipts, the minimum sum to be not less than $226,000.00, and maintenance of organization.

Digitized by Google

CENTRAL PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 1, 1892.

Under laws of what government or state organized: State of Pennsylvania, various acts of the Commonwealth authorizing merger and consolidation.

If a consolidated company, name the constituent companies: Turbotville and Williamsport Railroad Company, act April 4, 1868, and supplements; chartered November 18, 1892.

Wilkes-Barre and Western Railway Company, act April 4, 1868, and supplements; chartered June 21, 1886.

Orangeville and Lehigh Railroad Company, act April 4, 1868, and supplements; chartered December 2, 1892.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Eugene R. Payne,	Williamsport, Pa.,	January 12, 1897.
James Kerr,	Clearfield, Pa.,	January 12, 1897.
N. N. Betts,	Towanda, Pa.,	January 12, 1897.
Morris Liveright,	Philadelphia, Pa.,	January 12, 1897.
Wilberforce Sully,	New York, N. Y.,	January 12, 1897.
Stephen Peabody,	New York, N. Y.,	January 12, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: No. 29 Broadway, New York, N. Y.

Postoffice address of operating office: Watsontown, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Rudolph T. McCabe,	29 Broadway, New York.
Vice President,	Eugene R. Payne,	Williamsport, Pa.
Secretary,	William R. Heath,	29 Broadway, New York.
Treasurer,	James B. Bach,	29 Broadway, New York.
Attorney, or General Counsel,	Strong, Harmon & Matherson,	William st, New York.
General Manager,	S. B. Haupt,	Watsontown, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Central Pennsylvania and Western Railroad Company.	Watsontown, Pa.,	Orangeville, Pa.,	31.00

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,240,650 00	Capital stock,	$5,620,650 00
Cash and current assets,	4 16	Funded debt,	620,000 00
Other assets:		Current liabilities,	124,000 00
Materials and supplies,	1,836 66		
Profit and loss,	122,159 18		
Grand total,	$6,364,650 00	Grand total,	$6,364,650 00

CONTRACTS, AGREEMENTS, ETC.

Agreement with Adams Express Company for handling express company matter, as follows:

For all through business express company pay to Central Pennsylvania and Western Railroad Company fifteen cents per hundred pounds. For all local business twenty-five cents per hundred pounds.

Our present contract with the Government for the carrying of United States mails is as follows:

Our line is divided into two routes, viz:

Route No. 110,166 between Watsontown and Turbotville, 6.48 miles and route No. 110,193 between Turbotville and Orangeville, 25.8 miles, making a total of 32.28, for which we receive $42.75 per mile per annum, or a total of $1,380.00 for the year.

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

Date of organization: September 11, 1891, organized under agreement of merger and consolidation, dated June 24, 1891.

By what authority incorporated: Under general railroad law of Pennsylvania, act of April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: The Central Pennsylvania Railroad Company (incorporated 11th May, 1889), from Mill Hall, Clinton county, to Unionville, Centre county, Pa.

The Central Pennsylvania Railroad Company (eastern extension) incorporated 11th December, 1890, from a point at or near White Deer, Union county, to a point at or near Washington Furnace (or Lamar P. O.), Clinton county, Pa.

These two companies consolidated June 24, 1891, and merged as the Central Railroad Company of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Walter L. Ross,	304 Walnut st., Philadelphia,	Second Monday, January, 1897.
Charles W. Wilhelm,	Reading, Pa.,	Second Monday, January, 1897.
Edward L. Welsh,	304 Walnut st., Philadelphia,	Second Monday, January, 1897.
William J. McHugh,	304 Walnut st., Philadelphia,	Second Monday, January, 1897.
Charles O. Kruger,	304 Walnut st., Philadelphia,	Second Monday, January, 1897.
Charles M. Clement,	Sunbury, Pa.,	Second Monday, January, 1897.
Robert Valentine,	Bellefonte, Pa.,	Second Monday, January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1894.

Postoffice address of general office: 304 Walnut street, Philadelphia, Pa.

Postoffice address of operating office: Bellefonte, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Walter L. Ross,	304 Walnut street, Philadelphia, Pa.
President,	Walter L. Ross,	304 Walnut street, Philadelphia, Pa.
Vice President,	Charles W. Wilhelm,	Reading, Pa.
Secretary and Treasurer,	William J. McHugh,	304 Walnut street, Philadelphia, Pa.
Auditor,	M. L. Altenderfer,	Bellefonte, Pa.
General Superintendent,	J. W. Gephart,	Bellefonte, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Central Railroad of Pennsylvania (main line).	Bellefonte, Pa.	Mill Hall, Pa.,	27.30
Branch line owned (sidings and branches connected with main line).	Bellefonte and Milesburg, Pa.	Mill Hall and Salome,	4.00
Lines operated under contract:			
Nittany Valley Railroad,	Nittany Valley June. on B. E. V. railroad	Taylor, Centre co., Pa.	5.00
Valentine Iron Co., terminal tracks,	Nittany Valley June.,	Jackson & Co., Mill on B. E. V. railroad.	2.00
Total mileage,			38.30

N. B.—The above leased lines were only operated for four months of the year (from July 1 to November 1, 1895), when lease was surrendered under Supreme Court decision.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road	$978,209 18	Capital stock,	$1,200,000 00
Cost of equipment	59,221 89	Funded debt	600,000 00
Lands owned,	11,000 00	Current liabilities,	144,649 29
Advancements and payments in hands of Construction Company, and on account of unfinished line and for rights of way, subject to final settlement on entire line,	805,437 36	Real estate mortgages,	2,500 00
Cash and current assets,	5,700 00	Accrued interest on funded debt not yet payable,	6,000 00
Other assets:			
Materials and supplies,	3,000 00		
Profit and loss,	90,080 96		
Grand total,	$1,953,149 39	Grand total,	$1,953,149 39

CENTRAL TRUNK RAILROAD COMPANY.

Date of organization: April 11, 1868.

Under laws of what government or state organized: Pennsylvania

Operated by the Lake Shore and Michigan Southern Railway Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
O. G. Getzen Danner, ...	Cleveland, O., ...	When their successors are elected.
P. P. Wright, ...	Cleveland, O., ...	When their successors are elected.
J. H. Reed, ...	Pittsburgh, Pa., ...	When their successors are elected.
S. R. Mason, ...	Mercer, Pa., ...	When their successors are elected.
R. P. Cann, ...	Stoneboro', Pa., ...	When their successors are elected.
W. H. McIntyre, ...	Stoneboro', Pa., ...	When their successors are elected.

Date of last meeting of stockholders for election of directors: Second Monday, 1896.

Postoffice address of general office: Cleveland, O.

Postoffice address of operating office: Cleveland, O.

OFFICERS.

Title.	Name.	Location of Office
President, ...	G. H. McIntyre, ...	Stoneboro', Pa.
Secretary, ...	R. P. Cann, ...	Stoneboro', Pa.
Treasurer, ...	N. Bartlett, ...	Cleveland, O.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Terminals.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From -	To -			
Central Trunk Railroad.	Jamestown, . .	Ohio and Penna. State Line	Lake Shore & Michigan Southern Railway Co.	Proprietary, .	5.26

The capital stock is held by the Lake Shore and Michigan Southern Railway Company, and road operated by them as a proprietary company.

GENERAL BALANCE SHEET

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$12,500 00	Capital stock, ...	$12,500 00
Grand total, ...	$12,500 00	Grand total, ...	$12,500 00

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization: September 29, 1890.

Under laws of what government or state organized: General railroad act of April 1, 1868, and supplements thereto.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Male,	New York, N. Y.,	January 14, 1897.
C. D. Wood,	Brooklyn, N. Y.,	January 14, 1897.
W. S. Pilling,	Philadelphia, Pa.,	January 14, 1897.
W. B. Parsons,	New York, N. Y.,	January 14, 1897.
T. J. Crane,	Philadelphia, Pa.,	January 14, 1897.
J. P. Ranney,	Chambersburg, Pa.,	January 14, 1897.
J. B. White,	Fayetteville, Pa.,	January 14, 1897.

Date of last meeting of stockholders for election of directors: January 8, 1896.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. S. Pilling,	Philadelphia, Pa.
Vice President,	W. H. Male,	New York, N. Y.
Secretary,	H. O. Wood,	New York, N. Y.
Treasurer,	J. P. Ranney,	Chambersburg, Pa.
General manager,	T. J. Crane,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Chambersburg and Gettysburg Railroad Company.	Conococheague, Jc.,	Wolf Hill,	10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Cash and current assets,	401 63	Current liabilities,	60 00
		Profit and loss,	341 63
Grand total,	$200,401 63	Grand total,	$200,401 63

THE CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.
Under laws of what government or state organized: Pennsylvania, act of April 8, 1861.
If a consolidated company, name the constituent companies: Not consolidated.
Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William H. Barnes,	Philadelphia, Pa.,	First Tuesday in May, 1897.
J. T. Brooks,	Salem, O.,	First Tuesday in May, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	First Tuesday in May, 1897.
John C. Sims,	Laverlock, Pa.,	First Tuesday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	First Tuesday in May, 1897.
George Wood,	Philadelphia, Pa.,	First Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 5, 1896.
Postoffice address of general office: Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To			
The Chartiers Railway.	**Carnegie, Pa.**	**Washington, Pa.**	**Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.**	**Lease.**	22.76

Lease to the Pittsburgh, Cincinnati and St. Louis Railway Company (now the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company), dated December 8, 1871, for ninety-nine years from January 1, 1872. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,134,543 26	Capital stock,	$645,300 00
Stocks owned,	2,251 00	Funded debt,	500,000 00
Bonds owned,	98,133 00	Current liabilities,	7,838 00
Cash and current assets,	45,783 70	Profit and loss,	127,572 96
Grand total,	$1,280,710 96	Grand total,	$1,280,710 96

Digitized by Google

CHARTIERS RAILWAY COMPANY, OPERATED BY THE PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

PROPERTY OPERATED.

Name	Terminals.		Miles of line for each road named.
	From—	To—	
Chartiers Railway,	Carnegie, Pa.,	Washington, Pa.,	22.76
Chartiers Connecting Railway in Washington, Pa.	Terminus of Chartiers Railway.	Terminus of Waynesburg and Washington Railroad.	.72
Total mileage,			23.48

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays this Company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of actual service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the road over which it operates, in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of the Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.

Under laws of what government or state organized: Pennsylvania, special acts April 16, 1866 and April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company, as agents for the Philadelphia and Baltimore Central Railroad Company, lessee.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green,	Philadelphia, Pa.,	January 15, 1897.
Richard Peters,	Philadelphia, Pa.,	January 15, 1897.
George K. Crozer,	Upland, Pa.,	January 15, 1897.
Henry D. Welsh,	Wissahicken Heights, Pa.,	January 15, 1897.
George Wood,	626 Chestnut st., Philadelphia, Pa.,	January 15, 1897.
Thomas V. Cooper,	Philadelphia, Pa.,	January 15, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Broad St. Station, Philadelphia.
Secretary,	E. W. Schwarz,	Broad St. Station, Philadelphia.
Treasurer,	Robert W. Smith,	Broad St. Station, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Chester Creek Railroad.	Lamokin,	Lenni.	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Co.	Lease.	6.69

The Chester Creek Railroad, under lease dated January 13, 1868, is leased for a term of 999 years from that date, to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of Chester Creek Railroad Company, lessee to pay all taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,215 50	Funded debt,	185,000 00
		Current liabilities,	11,215 50
Grand total,	$468,315 50	Grand total,	$468,315 50

Digitized by Google

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
Under laws of what government or State organized: Pennsylvania, April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Vorhees,	Philadelphia, Pa.,	Second Monday in January, 1897.
D. Jones,	Philadelphia, Pa.,	Second Monday in January, 1897.
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January, 1897.
James Boyd,	Norristown, Pa.,	Second Monday in January, 1897.
C. G. Hancock,	Philadelphia, Pa.,	Second Monday in January, 1897.
B. H. Ball,	Philadelphia, Pa.,	Second Monday in January, 1897.
W. G. Brown,	Philadelphia, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 12, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Chester and Delaware River Railroad Company.	Marcus Hook, Pa.,	Eddystone, Pa.,	5.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$360,780 92	Capital stock,	$40,000 00
Profit and loss,	80,312 74	Current liabilities,	378,793 66
		Real estate mortgages,	22,300 00
Grand total,	$441,093 66	Grand total,	$441,093 66

Digitized by Google

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: April 10, 1848.
Under laws of what government or State organized: Of the State of Pennsylvania, special act.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS

Names.	Postoffice Address.	Date of Expiration of Term.
W. W. Colket,	202 Walnut Place, Philadelphia,	Second Monday in January, 1897.
C. Stuart Patterson,	600 Girard building, Philadelphia.	
E. H. Weil,	S. W. corner Fourth and Chestnut streets, Philadelphia.	
W. S. Wilson,	132 South Third st., Philadelphia.	
Lewis Elkin,	1119 Walnut st., Philadelphia,	
C. Howard Colket,	Stenton House, Philadelphia,	
J. Sergeant Price,	909 Walnut st., Philadelphia,	
Samuel Y. Heebner,	Summit avenue, Chestnut Hill, Philadelphia.	
Charles C. Slifer,	Flourtown, Philadelphia,	
Charles Shaffer,	1309 Arch street, Philadelphia,	
Thomas McKean,	153 Dock street, Philadelphia,	

Date of last meeting of stockholders for election of directors: Second Monday in January, 1896.
Postoffice address of general office: 132 South Third street, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal Building.

OFFICERS.

Title.	Name.	Location of Office.
President,	W. W. Colket,	202 Walnut Place, Philadelphia.
Secretary and Treasurer,	W. W. Stephens,	132 South Third st., Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminal.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From	To			
Chestnut Hill Railroad Company.	Germantown,	Chestnut Hill,	Philadelphia & Reading Railroad Co.	Lease.	4

The Chestnut Hill Railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years, at an annual rental of $14,478, being 12 per cent. on 2,415 shares at a par value of $50.00 per share, together with an annual payment of $2,000 for the purpose of maintaining the corporate organization of the company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Lands owned:		Capital stock,	$120,650 00
Old account,	$15,505 98	Current liabilities,	184 50
Road account,	105,144 02		
Cash and current assets,	184 50		
Grand total,	$120,834 50	Grand total,	$120,834 50

Digitized by Google

CLARION RIVER RAILWAY COMPANY.

Date of organization: December 17, 1889.

Under laws of what government or state organized: Under general railroad laws, State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Hyde,	Ridgway, Pa.,	Second Monday of January, 1897.
J. K. Gardner,	Ridgway, Pa.,	Second Monday of January, 1897.
J. K. P. Hall,	Ridgway, Pa.,	Second Monday of January, 1897.
W. H. Osterhout,	Ridgway, Pa.,	Second Monday of January, 1897.
H. A. Hall,	Ridgway, Pa.,	Second Monday of January, 1897.
Andrew Kane,	St. Mary's, Pa.,	Second Monday of January, 1897.
Wilson Kistler,	Lock Haven, Pa.,	Second Monday of January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Ridgway, Pa.

Postoffice address of operating office: Ridgway, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President	W. H. Hyde,	Ridgway, Pa.
Vice President,	J. K. Gardner,	Ridgway, Pa.
Secretary and Treasurer,	J. K. P. Hall,	Ridgway, Pa.
General Solicitor, Attorney or General Counsel.	H. A. Hall,	Ridgway, Pa.
Auditor,	C. W. Stewart,	Ridgway, Pa.
General Manager,	H. A. Hall,	Ridgway, Pa.
Chief Engineer,	B. E. Wellendorf,	St. Mary's, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Clarion River Railway Company,	Croyland, Pa., R. & C. Div., P. R. R.	Halton, Elk co., Pa.,	12

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$140,085 44	Capital stock,	$120,000 00
Cost of equipment,	14,901 78	Current liabilities,	14,000 00
Cash and current assets,	8,171 05	Profit and loss,	29,158 27
Grand total,	$163,158 27	Grand total,	$163,158 27

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

The only existing contracts now in force are those for the carrying of the United States mails, and for transportation facilities afforded to the Adams Express Company, which are the same as are usually given to railroads for performing such service.

CLEARFIELD AND MAHONING RAILWAY COMPANY.

Date of organization: May 31, 1892.

Under laws of what government or state organized: Incorporated under the general railroad laws of Pennsylvania, act of Assembly approved April 4, 1865, and the acts of Assembly supplementary thereto.

Operated by Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS

Names.	Postoffice Address.	Date of Expiration of Term.
Adrian Iselin, Jr.,	New York, N. Y.,	Second Monday in January, 1897.
C. O'D. Iselin,	New York, N. Y.,	Second Monday in January, 1897.
J. J. Mezgar,	New York, N. Y.,	Second Monday in January, 1897.
Oscar G. Irish,	New York, N. Y.,	Second Monday in January, 1897.
J. H. Hecart,	New York, N. Y.,	Second Monday in January, 1897.
C. H. McCauley,	Ridgway, Pa.,	Second Monday in January, 1897.
J. G. Whitmore,	Ridgway, Pa.,	Second Monday in January, 1897.
W. W. Ames,	Ridgway, Pa.,	Second Monday in January, 1897.
J. M. Grosch,	Ridgway, Pa.,	Second Monday in January, 1897.
J. H. Ralph,	Bradford, Pa.,	Second Monday in January, 1897.
J. E. Morris,	DuBois, Pa.,	Second Monday in January, 1897.
A. E. Patton,	Curwensville, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Ridgway, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. M. Grosch,	Ridgway, Pa.
Secretary,	John G. Whitmore,	Ridgway, Pa.
Treasurer,	Adrian Iselin, Jr.,	New York, N. Y.
Attorney, or General Counsel,	C. H. McCauley,	Ridgway, Pa.
Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	J. M. Floesh,	DuBois, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Clearfield and Mahoning Railroad Co.	Jefferson Line, or Du Bois Junction, Pa.	Clearfield, Pa.	Buffalo, Rochester & Pittsburgh Railway Company.	Lease, ...	25.87

Digitized by Google

Lease Clearfield and Mahoning Railway Company to Buffalo, Rochester and Pittsburgh Railway Company, dated January 3, 1893, recorded in Clearfield county in Miscellaneous Book M, page 7, etc., on March 14, 1892.

Lease of all and singular the railway of the Clearfield and Mahoning Railway Company, which extends from Jefferson Line, in Clearfield county, Pa.; also all lands, real estate, rights of way, railway tracks, bridges, culverts, fences, depots, tanks, turn-tables, shops, buildings, structures, cars, rolling stock, fixtures, locomotives, engines, etc.

Annual rental is:

1. $39,000, payable semi-annually on January 1 and July 1, for benefit of holders of $650,000 capital stock.

2. $32,500 as the amount of interest on $650,000 first mortgage bonds, payable semi-annually on January 1 and July 1.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,302,045 05	Capital stock,	$650,000 00
Cost of equipment,	98,000 00	Funded debt,	650,000 00
		Current liabilities,	100,045 05
Grand total,	$1,400,045 05	Grand total,	$1,400,045 05

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Date of organization: March, 1836.

Under laws of what government or state organized: Reference made to printed copies of charter heretofore furnished.

Operated by Pennsylvania Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
R. F. Smith,	Cleveland, Ohio,	January, 1897.
J. Y. Painter,	Cleveland, Ohio,	January, 1897.
B. R. Perkins,	Cleveland, Ohio,	January, 1897.
M. A. Hanna,	Cleveland, Ohio,	January, 1897.
H. C. Ranney,	Cleveland, Ohio,	January, 1897.
E. A. Furgeson,	Cincinnati, Ohio,	January, 1897.
J. T. Brooks,	Salem, Ohio,	January, 1897.
George B. Roberts,	Philadelphia, Pa.,	January, 1897.
H. Darlington,	Pittsburgh, Pa.,	January, 1897.
Charles Lanier,	New York, N. Y.,	January, 1897.
W. C. Egleston,	New York, N. Y.,	January, 1897.
J. S. Kennedy,	New York, N. Y.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 1, 1896.

Postoffice address of general office: Cleveland, O.

Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	R. F. Smith,	Cleveland, Ohio.
Vice President,	J. Y. Painter,	Cleveland, Ohio.
Secretary,	C. A. Ingersoll,	Cleveland, Ohio.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Cleveland and Pittsburg R. R. Co.	Cleveland, . Bayard, ... Rochester, .	Yellow C'k, New Phila., Bellaire, ...	Pennsylvania Co., .	Lease, ...	198.34

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$14,874,123 48	Capital stock, ...	$11,247,528 62
Cost of equipment, ...	4,105,652 26	Funded debt, ...	8,302,500 00
Cash and current assets, ...	341,284 29	Current liabilities, ...	336,365 42
Materials and supplies, ...	261,219 66	Accrued interest on funded debt not yet payable, ...	33,789 58
Sinking fund, ...	2,192,500 00	Betterments, ...	507 14
Sundries, ...	1,005,233 82	Profit and loss, ...	2,862,313 66
Grand total, ...	$22,783,004 42	Grand total, ...	$22,783,004 42

IMPORTANT CHANGES DURING THE YEAR.

General mortgage bonds, series B, issued, $316,000.00.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY, OPERATED BY THE PENNSYLVANIA COMPANY.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Cleveland and Pittsburgh Railroad, ...	Rochester, Pa., ...	Cleveland, O., ...	123.80
River Division, ...	Yellow Creek, O., ...	Bellair, O., ...	43.44
Tuscarawas Branch, ...	Bayard, O., ...	New Philadelphia, O.	31.10
Pittsburgh, Ft. Wayne and Chicago Railroad.	Rochester, Pa., ...	Pittsburgh, Pa., ...	25.64
Total mileage, ...	.....	.....	243.98

5-9-96

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for the transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies: Pullman's Palace Car Company furnishes its cars for use over this road, maintaining the same and collecting from passengers 25c to $1.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on line of Cleveland and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Traveler's Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.
Under laws of what government or state organized: Pennsylvania, March 3, 1865.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS

Names.	Postoffice Address.	Names.	Postoffice Address.
Theodore Vorhees, ...	Philadelphia, Pa.	Joseph T. Sinnott, ...	Philadelphia, Pa.
D. Jones, ...	Philadelphia, Pa.	James Boyd, ...	Norristown, Pa.
A. J. Antelo, ...	Philadelphia, Pa.	W. G. Brown, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Joseph L. Bailey, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	Philadelphia, Pa.
Treasurer, ...	W. A. Church, ...	Philadelphia, Pa.
Comptroller, ...	D. Jones, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Colebrookdale Railroad Company.	Pottstown, Pa.,	Barto, Pa.,	P. & R. R. R. Co.,...	Lease, ...	12.30

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years from January 1, 1870.

Lessee pays all expenses of operating and to this Company, as rental, a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$672,341 93	Capital stock, ...	$297,215 00
Cash and current assets, ...	35,348 57	Funded debt, ...	600,000 00
Profit and loss, ...	623,186 50	Current liabilities, ...	430,662 00
		Accrued interest on funded debt not yet payable, ...	30,000 00
Grand total, ...	$1,330,877 00	Grand total, ...	$1,330,877 00

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.

Under laws of what government or state organized: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860; and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Postoffice address of general office: Cleveland, Ohio.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by act of the General Assembly of the State of Maryland, February 20, 1858, Chapter 103.

Supplementary act of General Assembly of State of Maryland enacted at January Session, 1864, Chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of the Columbia and Port Deposit Railroad Company, by authority of act of General Assembly of the Commonwealth of Pennsylvania, April 4, 1864, and act of General Assembly of State of Maryland, February 20, 1858, Chapter 103.

Columbia and Port Deposit Railroad sold under foreclosure of mortgage March 4, 1889, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railroad Company, for the portion of the road in the State of Pennsylvania, under the authority of the acts of the General Assembly of the Commonwealth of Pennsylvania approved May 25, 1878, and May 31, 1887.

Digitized by Google

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the Code of Public General Laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company, of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of the State of Maryland, June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania, July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William H. Barnes,	Philadelphia, Pa.,	May 3, 1897.
John P. Green,	Philadelphia, Pa.,	May 3, 1897.
Jacob Tome,	Port Deposit, Md.,	May 3, 189..
Henry D. Welsh,	Philadelphia, Pa.,	May 3, 1897.
William A. Patton,	Philadelphia, Pa.,	May 3, 1897.
Samuel Rea,	Philadelphia, Pa.,	May 3, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Broad Street Station of Pennsylvania Railroad Company, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles E. Pugh,	Philadelphia, Pa.
Secretary,	James A. McClure,	Philadelphia, Pa.
Treasurer,	James A. McClure,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Columbia and Port Deposit R'y Co.,	Columbia, Pa.	Perryville, Md.	Penna. R. R. Co.,	"A."	43.21

"A."

Operating agreement with the Pennsylvania Railroad Company dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Digitized by Google

Trackage contract dated July 23, 1890. Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks of the Port Deposit to Perryville, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of $4,000 per annum, which is to be included in gross earnings.

The portion of the road from Octorara Junction to Perryville, is operated jointly by the Philadelphia and Baltimore Central Railroad Company, and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2 811,179 66	Capital stock,	$1,000,000 00
Cash and current assets,	44,570 41	Funded debt,	1,800,000 00
		Current liabilities,	4,800 11
		Profit and loss,	50,949 96
Grand total,	$2,855,750 07	Grand total,	$2,855,750 07

CONTRACTS, AGREEMENTS, ETC.

Thirty-two one-hundredths mile of line formerly belonging to the Columbia and Port Deposit Railway Company, in Maryland, has been assigned to the Philadelphia, Wilmington and Baltimore Railroad Company, and is a siding connecting the Philadelphia, Wilmington and Baltimore Railroad with the Columbia and Port Deposit Railway at Perryville, Maryland.

THE CONNECTING RAILWAY COMPANY.

Date of organization: April 4, 1863.

Under laws of what government or state organized: Pennsylvania, acts of April 4, 1863, May 7, 1864, March 4, 1865, April 6, 1867, March 26, 1868.

If a consolidated company, name the constituent companies: No consolidation.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William H. Barnes,	Philadelphia, Pa.,	June 8, 1897.
William A. Patton,	Philadelphia, Pa.,	June 8, 1897.
George B. Roberts,	Philadelphia, Pa.,	June 8, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	June 8, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	June 8, 1897.
George Wood,	Philadelphia, Pa.,	June 8, 1897.

Date of last meeting of stockholders for election of directors: June 9, 1896.

Postoffice address of general office: General Office, Broad street, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
The Connecting Railway.	Frankford Junction.	Mantua, ...	Penna. R. R. Co., ...	Lease, ..	6.75

Lease to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company) dated January 1, 1868, for 999 years from February 18, 1863.

Rental is equivalent to six per cent. per annum dividend on the capital stock; six per cent. interest on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,575,134 34	Capital stock, ...	$1,278,300 00
Cash and current assets, ...	810 00	Funded debt, ...	991,000 00
		Current liabilities, ...	1,306,644 34
Grand total, ...	$3,575,944 34	Grand total, ...	$3,575,944 34

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1856.

Under laws of what government or state organized: General railroad laws of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. C. Freeman, ...	Cornwall, Pa., ...	January 4, 1897.
E. C. Freeman, ...	Cornwall, Pa., ...	January 4, 1897.
R. P. Alden, ...	Cornwall, Pa., ...	January 4, 1897.
D. S. Hammond, ...	Lebanon, Pa., ...	January 4, 1897.

Date of last meeting of stockholders for election of directors: January 7, 1895.

Postoffice address of general office: Lebanon, Pa.

Postoffice address of operating office: Lebanon, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, ...	William C. Freeman, ...	Cornwall, Pa.
President, ...	William C. Freeman, ...	Cornwall, Pa.
Secretary and Treasurer, ...	D. S. Hammond, ...	Lebanon, Pa.
Attorney, or General Counsel, ...	H. C. Shirk, ...	Lebanon, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Cornwall Railroad Company, ...	Lebanon, Pa., ...	Mt. Hope, Pa., ...	12.67

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$677,694 45	Capital stock, ...	$400,000 00
Cost of equipment, ...	189,941 41	Current liabilities, ...	15,000 00
Lands owned, ...	44,419 10	Profit and loss, ...	512,866 85
Cash and current assets, ...	15,811 89		
Grand total, ...	$927,866 85	Grand total, ...	$927,866 85

CONTRACTS, AGREEMENTS, ETC.

United States Express Company pays ten cents per 100 pounds through, and twenty cents per 100 pounds on local matter carried.

United States mails carried for an annual compensation of $502.28.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January 26, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

Consolidated: Colebrook Valley Railroad Company and Cornwall and Lebanon Railroad Company, May 24, 1886; Cornwall and Lebanon Railroad Company and Lebanon Belt Railway Company, December 17, 1890.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
B. Dawson Coleman, ...	Lebanon, Pa., ...	January 11, 1897.
Walter Scranton, ...	52 Wall street, New York, N. Y., ...	January 11, 1897.
Archibald Rogers, ...	Hyde Park, N. Y., ...	January 11, 1897.
J. H. Dalliba, ...	52 Wall street, New York, N. Y., ...	January 11, 1897.
Edward R. Coleman, ...	Lebanon, Pa., ...	January 11, 1897.
J. H. Redsecker, ...	Lebanon, Pa., ...	January 11, 1897.
John Melly, ...	Lebanon, Pa., ...	January 11, 1897.
C. Shenk, ...	Lebanon, Pa., ...	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Lebanon, Pa.

Postoffice address of operating office: Lebanon, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	B. Dawson Coleman,	Lebanon, Pa.
Vice President,	Archibald Rogers,	Hyde Park, N. Y.
Secretary,	Edward R. Coleman,	Lebanon, Pa.
Treasurer,	Allen D. Hoffer,	Lebanon, Pa.
General Solicitor,	Gen. J. P. S. Gobin,	Lebanon, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cornwall and Lebanon Railroad Company.	Conewago, Pa.,	Lebanon, Pa.,	21.66
Branches,	Cornwall, Pa.,	Ore Banks,	1.17
	Lebanon, Pa.,	North Lebanon,	.34
	Lebanon, Pa.,	East Lebanon,	1.72
Total mileage,			24.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,388,031 52	Capital stock,	$300,000 00
Cost of equipment,	193,338 64	Funded debt,	766,400 00
Lands owned,	30,250 00	Profit and loss,	96,774 92
Cash and current assets,	50,236 55		
Other assets:			
Materials and supplies,	1,318 21		
Grand total,	$1,663,174 92	Grand total,	$1,663,174 92

IMPORTANT CHANGES DURING THE YEAR.

All Colebrook Valley Railroad Company bonds paid, viz: $63,600 and $30,000 of Cornwall and Lebanon Railroad Company bonds issued to meet this payment; the balance, $33,600, paid out of the treasury.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: On local matter twenty cents per 100 pounds; on Philadelphia and New York, ten cents per 100 pounds.

United States Mail: $702.36 per annum.

Digitized by Google

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

Under laws of what government or state organized: Organized under the laws of the States of Maryland and Pennsylvania.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company, State Line and Oakland Railroad Company; merged April 2, 1890, under the name of Confluence and Oakland Railroad Company.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas M. King,	Philadelphia, Pa.,	December 16, 1896.
W. H. Addicks,	Philadelphia, Pa.,	December 16, 1896.
Theo. Frothingham,	Philadelphia, Pa.,	December 16, 1896.
George J. Lincoln,	Philadelphia, Pa.,	December 16, 1896.
J. Bayard Henry,	Philadelphia, Pa.,	December 16, 1896.
Joseph U. Crawford,	Philadelphia, Pa.,	December 16, 1896.
Edward D. Toland,	Philadelphia, Pa.,	December 16, 1896.

Date of last meeting of stockholders for election of directors: December 11, 1895.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas M. King,	Philadelphia, Pa.
Secretary,	J. B. Washington,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	George W. Booth,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Confluence and Oakland Railroad Co.	Confluence and Oakland Jct., Pa.	Manor Lands, Md.	Baltimore and Ohio Railroad Company.	Lease, ...	19.70

The Confluence and Oakland Railroad was leased to the Baltimore and Ohio Railroad Company by indenture dated May 1, 1890, for the term of 999 years from November 1, 1889, for the annual rental of $10,000, payable semi-annually on the 15th days of April and October.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$232,534 60	Capital stock,	$200,000 00
Profit and loss,	259,002 61	Funded debt,	200,000 00
		Current liabilities,	91,537 21
Grand total,	$491,537 21	Grand total,	$491,537 21

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May, 1852.
Under laws of what government or state organized: Common law of Pennsylvania.
If a consolidated company, name the constituent companies: Consolidated with the Coudersport and Pine Creek Railroad Company December, 1895; Pennsylvania railroad law.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. S. Carey,	Olean, N. Y.,	January 15, 1897.
H. C. Blakeslee,	Olean, N. Y.,	January 15, 1897.
B. D. Hamlin,	Smethport, Pa.,	January 15, 1897.
H. Hamlin,	Smethport, Pa.,	January 15, 1897.
A. G. Olmsted,	Coudersport, Pa.	January 15, 1897.
J. B. Benson,	Coudersport, Pa.	January 15, 1897.
R. L. Nichols,	Coudersport, Pa.	January 15, 1897.
B. A. McClure,	Coudersport, Pa.	January 15, 1897.

Date of last meeting of stockholders for election of directors: January 15, 1896.
Postoffice address of general office: Coudersport, Pa.
Postoffice address of operating office: Coudersport, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	James L. Knox,	Coudersport, Pa.
Vice President,	O. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	M. S. Thompson,	Coudersport, Pa.
General Superintendent,	B. A. McClure,	Coudersport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Coudersport and Port Allegany,	Port Allegany,	Ulysses,	40
Coudersport and Port Allegany,	Coudersport,	Sweden Valley,	5
Total mileage,			45

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Contract between Coudersport and Pine Creek Railroad Company terminated December, 1895.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$499 531 41	Capital stock,	$245,000 00
Cost of equipment,	30 700 00	Funded debt,	245,000 00
Cash and current assets,	6,858 77	Notes,	40,000 00
		Profit and loss,	7,090 18
Grand total,	$537,090 18	Grand total,	$537,090 18

IMPORTANT CHANGES DURING THE YEAR.

Extension: Coudersport to Ulysses, 23 miles main line, 3 miles side track; put in operation November 4, 1895.

Surrendered lease of Coudersport and Pine Creek Railroad.

Consolidated Coudersport and Pine Creek Railroad with Coudersport and Port Allegheny Railroad.

Issued $43,450.00 new stock; authorized $45,000.00 in exchange for $51,500.00 of Coudersport and Pine Creek Railroad stock.

Called in $75,000.00 bonds; paid premium of five per cent. on same, and issued $245,000.00 of new bonds.

CONTRACTS, AGREEMENTS, ETC.

American Express, one and one-half times first-class freight on all express goods.

For carrying United States mails paid by ton per mile.

CRESSON AND IRVONA RAILROAD COMPANY.

Date of organization: June 30, 1894.

Under laws of what government or state organized: Pennsylvania.

If a consolidated company, name the constituent companies: No consolidation.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
R. D. Barclay,	Philadelphia, Pa.,	First Monday in May, 1897.
John P. Green,	Philadelphia, Pa.,	First Monday in May, 1897.
William A. Patton,	Philadelphia, Pa.,	First Monday in May, 1897.
C. A. Vernon,	Detroit, Mich.,	First Monday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
George Wood,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cresson and Irvona Railroad.	Cresson,	Irvona,	Penna. R. R. Co.,	Resolutions of board.	26.67
	Branches,				2.02
Total mileage,					28.69

Operated by the Pennsylvania Railroad Company, under resolution of boards of directors of both companies, adopted respectively June 28 and July 6, 1894. Rental, net earnings. This arrangement is terminable on thirty days' notice from either company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,000,057 00	Capital stock,	$500,000 00
Cash and current assets,	9,596 84	Funded debt,	500,000 00
Profit and loss,	20,403 16	Current liabilities,	30,057 00
Grand total,	$1,030,057 00	Grand total,	$1,030,057 00

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835; act of incorporation by Legislature of Pennsylvania, April 2, 1831.

By what authority incorporated: Laws of Pennsylvania, act April 2, 1831; supplemental acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861 and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company, June 1, 1865.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature, March 12, 1832; supplemental acts June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, February 2, 1859; also, by act of Maryland Legislature January 16, 1857; supplemental acts May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

Cumberland Valley Railroad and Franklin Railroad Companies were merged June 1, 1865, under the act of Pennsylvania, May 16, 1861.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas B. Kennedy,	Chambersburg, Pa.,	October 5, 1896.
George B. Roberts,	Philadelphia, Pa.,	October 5, 1896.
John Stewart,	Chambersburg, Pa.,	October 5, 1896.
A. J. Cassatt,	Haverford, Pa.,	October 5, 1896.
John P. Green,	Philadelphia, Pa.,	October 5, 1896.
J. Herman Bosler,	Carlisle, Pa.,	October 5, 1896.
Edw. B. Watts,	Carlisle, Pa.,	October 5, 1896.
M. C. Kennedy,	Chambersburg, Pa.,	October 5, 1896.
Henry D. Welsh,	Philadelphia, Pa.,	October 5, 1896.
Spencer C. Gilbert,	Harrisburg, Pa.,	October 5, 1896.
John N. Hutchinson,	Philadelphia, Pa.,	October 5, 1896.

Date of last meeting of stockholders for election of directors: October 7, 1895.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating office: Chambersburg, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Thomas B. Kennedy,	Chambersburg, Pa.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President,	M. C. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. M. Biddle,	Chambersburg, Pa.
Auditor,	W. L. Ritchey,	Chambersburg, Pa.
Superintendent,	J. F. Boyd,	Chambersburg, Pa.
Engineer,	Thomas J. Brereton,	Chambersburg, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Cumberland Valley Railroad,	Harrisburg, Pa.,	West Virginia State Line.	82.18
Dillsburg and Mechanicsburg Railroad,	Junction with Cumberland Valley Railroad.	Dillsburg, Pa.	7.70
South Pennsylvania Railway and Mining Company.	Junction with Cumberland Valley Railroad.	Mercersburg, Pa.,	13.60
South Pennsylvania Railway and Mining Company.	Mercersburg Junction, Pa.	Richmond, Pa.,	7.50
Cumberland Valley and Martinsburg Railway Company.	West Virginia State Line.	Winchester, Va.,	33.65
Total mileage,			144.93

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,101,814 46	Capital stock,	$1,777,850 00
Stocks owned,	67,502 00	Funded debt,	270,500 00
Bonds owned,	141,000 00	Current liabilities,	171,104 51
Cash and current assets,	323,774 93	Profit and loss,	517,209 76
Other assets: Materials and supplies,	99,592 88		
Grand total,	$2,736,664 27	Grand total,	$2,736,664 27

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Railway company furnishes motive power and cars, for which the Express Company pays a percentage of its receipts.

United States Government: For transportation of United States mail, under regulation of the Postoffice Department.

Connecting Railroads: For the mutual interchange of traffic, settlements made monthly on basis of distance carried by each.

Western Union Telegraph Company: At several points through which the telegraph line passes the railroad company furnishes office facilities and receives therefore a proportion of the telegraph receipts.

The railroads of the Southern Pennsylvania Railway and Mining Company, the Dillsburg and Mechanicsburg and the Cumberland Valley and Martinsburg are branch lines leased to and operated by the Cumberland Valley Railroad Company on the terms that: The receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc., the balance remaining to be paid to the lessor companies.

DELAWARE AND HUDSON CANAL COMPANY.

As understood by the officers of the company, the blank form prescribed by the Department of Internal Affairs, contemplates the report of the capital stock, debt and operations of the railroads of the company in Pennsylvania.

This company owns or leases and operates a number of railroads in other states and a canal partly in Pennsylvania and partly in New York, and it also owns coal lands in Pennsylvania from which it mines coal. Its railroads in Pennsylvania were built and are used chiefly for the transportation to market of the company's own coal. For these and other reasons, it is impossible to make an entirely accurate and satisfactory return of the affairs of those lines as separated from the other lines and business of the company.

The whole capital stock and indebtedness of the company are given, as they cannot be separated, and any part thereof applied to any particular part of the company's property. The receipts given are those of the Pennsylvania Railroad, and not including the transportation of the company's own property, while the expenses necessarily include the entire cost of operating the line.

Date of organization: April 23, 1822.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments of the State of New York: April 7, 1824; November 19, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February 12, 1830; April 17, 1830; April 17, 1862; November 25, 1863; May 9, 1867; May 7, 1872; June 1, 1880; April 23, 1882; May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1825; April 1, 1825; June 2, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1848; April 30 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13 1868; March 24, 1870; May 12, 1871; April 15, 1869 Chapter VIII, 1826.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Roosevelt,	Hyde Park, N. Y.,	Second Tuesday in May, 1897.
Robert M. Olyphant,	New York city, N. Y.,	Second Tuesday in May, 1897.
William H. Tillinghast,	New York city, N. Y.,	Second Tuesday in May, 1897.
Alfred Van Santwood,	New York city, N. Y.,	Second Tuesday in May, 1897.
James A. Roosevelt,	New York city, N. Y.,	Second Tuesday in May, 1897.
Alexander E. Orr,	New York city, N. Y.,	Second Tuesday in May, 1897.
Cornelius Vanderbilt,	New York city, N. Y.,	Second Tuesday in May, 1897.
Chauncey M. Depew,	New York city, N. Y.,	Second Tuesday in May, 1897.
James W. Alexander,	New York city, N. Y.,	Second Tuesday in May, 1897.
James R. Taylor,	New York city, N. Y.,	Second Tuesday in May, 1897.
Benjamin Brewster,	New York city, N. Y.,	Second Tuesday in May, 1897.
Horace G. Young,	Albany, N. Y.,	Second Tuesday in May, 1897.
John Jacob Astor,	New York city, N. Y.,	Second Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 12, 1896.
Postoffice address of general office: New York city.
Postoffice address of operating office: Carbondale, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	R. M. Olyphant,	New York city.
Vice President,	James Roosevelt,	New York city.
Second Vice President,	Horace G. Young,	Albany, N. Y.
Secretary,	F. M. Olyphant,	New York city.
Treasurer,	Charles A. Walker,	New York city.
Comptroller,	Charles A. Walker,	New York city.
Auditor,	S. T. S. Henry,	New York city.
Chief Engineer,	R. H. Brown,	Albany, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main line owned.			
Lackawanna and Susquehanna Railroad	Nineveh, N. Y.,	Jefferson Junc., Pa.,	22.01
Valley Railroad,	Carbondale, Pa.,	Scranton, Pa.,	16.77
Branches and spurs owned,	Collieries,	Main Line,	1.89
Operated under lease or trackage contract.			
Northern Coal and Iron Company,	Green Ridge, Pa.,	Plymouth, Pa.,	21.98
Northern Coal and Iron Company,	Carbon street, Scranton, Pa.	Lackawanna avenue, Scranton, Pa.	.51
Jefferson Railroad,	Jefferson Junc., Pa.,	Carbondale, Pa.,	24.63
Nanticoke Railroad,	Mill Creek, Pa.,	Wilkes-Barre, Pa.,	2.40
Lehigh Valley Railroad	Wilkes-Barre, Pa.,	South Wilkes-Barre,	1.62
Lackawanna and Bloomsburg Railroad,	Plymouth, Pa.,	Full Run, Pa.,	.74
Gravity railroad owned,	Olyphant, Pa.,	Honesdale, Pa.,	26.31
	Honesdale, Pa.,	Olyphant, Pa.,	29.92
Total mileage,			178.70

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Total.	Liabilities.	Total.
Canal,		$6,139,210 49	Capital stock,	$35,000,000 00
Railroads and equipment,		10,384,840 47	Bonds,	5,000,000 00
Real estate,		5,493,732 99	Interest and dividends payable January 1, 1896,	476,550 00
Real estate, Northern Coal and Iron Company,		6,087,043 95	Dividends, interest and bonds unpaid,	137,160 70
Mine improvements,		2,854,356 09	Surplus,	7,094,853 03
Mine fixtures and equipment,		459,742 40		
Boats, barges and steamboats,		816,283 00		
Coal yards and fixtures,		149,573 97		
Lackawanna and Susquehanna Railroad,		1,105,626 82		
Cherry Valley, Sharon and Albany Railroad,		210,000 00		
New York and Canada Railroad,		4,762,329 87		
Schnectady and Mechanicsville Railroad,		215,968 14		
Construction, leased lines,		804,582 51		
Telegraph lines,		18,707 74		
Supplies on hand,		1,258,645 47		
Shop machinery, tools, etc.,		475,980 64		
Coal on hand,		954,658 22		
Miscellaneous assets, viz: bonds,		52,470 00		
Stocks as follows:				
Albany and Susquehanna Railroad, 4,500 shares,		450,000 00		
Rensellaer and Saratoga Railroad, 8,000 shares,		800,000 00		
Rutland Railroad, 40,000 shares,		1,500,000 0		
Sundry stocks,		285,808 49		
Advanced royalties on coal,		927,483 52		
Cash on hand,		1,266,103 30		
Bills and accounts receivable,	$3,474,417 84			
Less December pay rolls and vouchers payable after Jan. 1, 1896,	3,228,962 29			
		245,455 55		
Grand total,		$47,708,603 73	Grand total,	$47,708,603 73

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has by contract the right to handle express matter on the line of the road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company, Pennsylvania Railroad Company, Delaware, Lackawanna and Western Railroad Company, Central Railroad Company of New Jersey, Lehigh Valley Railroad Company, New York, Susquehanna and Western Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the companies named below: New York, Lake Erie and Western Railroad Company (Jefferson branch), Central Railroad Company of New Jersey (Nanticoke Railroad), Lehigh Valley Railroad Company (through Lehigh Valley yard at Wilkes-Barre), Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run and passenger tracks at Scranton).

A contract with the Central Railroad of New Jersey gives that company the right to use our tracks between Mill Creek and Union Junction.

An agreement with Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal only, between Vine street, Scranton and Green Ridge.

An agreement with the Lehigh and Wilkes-Barre Coal Company gives that company trackage rights on our road, for coal only, between South Wilkes-Barre and Plymouth Junction.

Digitized by Google

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania, No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Liggits Gap Railroad, incorporated by special act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western Railroad by special act of Pennsylvania, approved April 14, 1851, and consolidated under special act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobbs Gap Railroad (incorporated by special act of Pennsylvania, approved April 7, 1849), under present title.

Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware River, May 27, 1856.

The following have since been consolidated with and merged into this company:

Keyser Valley Railroad (incorporated under special act of Pennsylvania, approved March 13, 1865), on December 27, 1865.

Nanticoke Coal and Iron Company (incorporated under special act of Pennsylvania, approved April 13, 1864), on August 12, 1870.

Lackawanna and Bloomsburg Railroad (incorporated under special act of Pennsylvania, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John I. Blair,	Blairstown, N. J.,	One year from last election.
Eugene Higgins,	New York city,	One year from last election.
William W. Astor,	New York city,	One year from last election.
William Rockefeller,	New York city,	One year from last election.
Henry A. C. Taylor,	New York city,	One year from last election.
J. Rogers Maxwell,	New York city,	One year from last election.
George F. Baker,	New York city,	One year from last election.
James Stillman,	New York city,	One year from last election.
Alexander T. VanNest,	New York city,	One year from last election.
Frank Work,	New York city,	One year from last election.
Hamilton McK. Twombly,	New York city,	One year from last election.
Harris C. Fahnestock,	New York city,	One year from last election.
Frederick W. Vanderbilt,	New York city,	One year from last election.
M. Taylor Pyne,	New York city,	One year from last election.

Date of last meeting of stockholders for election of directors: February 25, 1896.

Postoffice address of general office: No. 26, Exchange Place, New York city.

Postoffice address of operating office: Scranton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Sloan,	No. 26 Exchange Place, New York city.
Vice President,	Edwin R. Holden,	No. 26 Exchange Place, New York city.
Secretary,	Fred. F. Chambers,	No. 26 Exchange Place, New York city.
Treasurer,	Fred. H. Gibbens,	No. 26 Exchange Place, New York city.
Assistant Treasurer,	Arthur D. Chambers,	No. 26 Exchange Place, New York city.
Auditor,	Fred. F. Chambers,	No. 26 Exchange Place, New York city.
General Manager,	Wm. F. Halstead,	Scranton, Pa.
Chief Engineer,	James Archbald,	Scranton, Pa.

6--9--96

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Northern Division,	Scranton, Pa.,	New York State Line,	50.36
Southern Division,	Scranton, Pa.,	New Jersey State Line,	64.25
Western Division,	Scranton, Pa.,	Susquehanna River,	80.90
Lines Operated Under Lease.			
Morris and Essex,	Hudson River,	Delaware River,	119.76
Morris and Essex extension,	Paterson Junction,	Paterson, N. J.,	1.91
Newark and Bloomfield,	Roseville Junction,	Montclair, N. J.,	4.24
Passaic and Delaware,	Summit Junction,	Bernardsville, N. J.,	13.99
Passaic and Delaware extension,	Bernardsville Junc.,	Gladstone, N. J.,	7.40
Chester,	Chester Junction,	Chester, N. J.,	10.02
Warren,	New Hampton Junc.,	Delaware River,	18.89
Valley,	Penna. State Line,	Binghamton, N. Y.,	11.64
Cayuga and Susquehanna	Susquehanna River,	Ithaca, N. Y.,	34.41
New York, Lackawanna and Western,	Binghampton,	Buffalo, N. Y.,	214.29
Greene,	Chenango Forks,	Greene, N. Y.,	8.39
Utica, Chinango and Susquehanna Valley.	Greene,	Utica, N. Y.,	97.41
Oswego and Syracuse,	Syracuse,	Oswego, N. Y.,	34.98
Lines Operated Under Trackage Rights, State of Pennsylvania.			
Delaware and Hudson Canal Company,	Manville breaker, Scranton, Pa.	Junction with D. L. & W.	1.39
Delaware and Hudson Canal Company, over Plymouth bridge.	Plymouth Junction,	South Wilkes-Barre,	2.03
New York, Susquehanna and Western,	Mines,	Junction with D. L. & W.	4.41
State of New York.			
Syracuse, Binghampton and New York,	Binghampton,	Chenango Forks,	11.27
New York, Ontario and Western,	In city of Utica,		0.20
State of New Jersey.			
Central Railroad of New Jersey, Easton bridge.	Phillipsburg,	Easton,	0.58
Total mileage,			791.87

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$17,313,767 00	Capital stock,	$26,200,000 00
Cost of equipment,	8,207,377 62	Funded debt,	3,067,000 00
Stocks owned,	4,062,330 00	Current liabilities,	9,763,205 20
Bonds owned,	6,272,558 85	Accrued interest on funded debt not yet payable,	71,564 33
Other permanent investments,	8,693,573 36	Profit and loss,	16,178,824 67
Cash and current assets,	9,162,248 65		
Other assets: Materials and supplies,	2,046,737 62		
Grand total,	$55,278,593 20	Grand total,	$55,278,593 20

IMPORTANT CHANGES DURING THE YEAR.

Purchased: Bonds, Lackawanna Iron and Steel Company, $12,000; stock, Providence Gas and Water Company, $56,100; total, $68,100.

Sold: Bonds, Oxford Iron and Nail Company, $2,000; bonds Winona and South Western Railroad, $900; stock, Syracuse, Binghamton and New York Railroad, $98,850; stocks, New York, Lackawanna and Western Railway, $2,900; stocks, Morris and Essex Extension Railroad, $2,000; stock, Passaic and Delaware Railroad, $1,100; total, $104,750.

Written off: Stock and scrip, Winona and South Western Railroad, none; stock, Oxford Iron and Nail Company, $500. Net depreciation in value, stocks and bonds, $67,150.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Produce Despatch.

United States Postoffice Department.

Pullman Palace Car Company.

Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, Northwest Despatch Fast Freight Line Company, American Refrigerator Transit Company.

Freight connection and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bath and Hammondsport—Bath, N. Y., 301. Bloomsburg and Sullivan—Bloomsburg, Pa., 261. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburgh—B., R. and P. Junction, N. Y., 365. Central Railroad of New Jersey—Hoboken, N. J. (via float), Lake Junction, N. J., 42. New Hampton, N. J., 72. Phillipsburg, N. J., 80. Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkes-Barre, Pa., 166; Taylor, Pa., 148; Central New York and Western—Wayland, N. Y., 327. Danville and Mt. Morris, Groveland, N. Y., 341. Delaware and Hudson Canal Company—Binghampton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Oswego, N. Y., 228; Patterson, N. J., 15. Erie and Wyoming Valley—Nay Aug, Pa., 139. Fall Brook, Corning, N. Y., 280. Genesee and Wyoming Valley—Griegsville, N. Y., 354. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson, Franklin, N. J., 75. Lehigh and New England—Augusta, N J., 70; Portland, Pa., 83. Lehigh Valley—Courtlandt, N. Y., 259; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Ithaca, N. Y., 261; Phillipsburg, N. J., 80; Pittston, Pa., 154; South Wilkes-Barre, Pa., 166; Waverly, N. Y., 246; Wilseyville, N. Y., 242. Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414. Mount Hope Mineral—Port Oran, N. J., 40. New York and Greenwood Lake, Mountain View, N. J., 21. New York and Putnam, Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float). Syracuse, N. Y., 287; Utica, N. Y., 302. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248. Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junction, N. J., 2. Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R R.), Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77. Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkes-Barre, Pa., 166. Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert, Pa., 203. Rome, Watertown and Ogdensburg, Oswego, N. Y., 322 Unadilla Valley—Bridgewater, N. Y., 293. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Clover Leaf Line, Northern Steamship Company, Green Bay Line, Lake Erie Transportation Company, Union Transit Company, Western Transit Company, Union Steamboat Company, Erie and Western Transportation Company, Lehigh Valley Transportation Company, Cleveland and Buffalo Transit Company, Minneapolis, St. Paul and Buffalo Steamship Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghampton and New York Railroad Company.

DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Date of organization: March 17, 1896.

Under laws of what government or state organized: States of Pennsylvania and New Jersey, act of April 4, 1868, and act of May 2, 1885.

If a consolidated company, name the constituent companies: Pennsylvania and New Jersey Railroad Company (of Pennsylvania), articles of association filed and letters patent issued May 4, 1894.

Pennsylvania and New Jersey Railroad Company (of New Jersey), articles of association filed May 8, 1894.

Operated by the Pennsylvania Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Henry D. Welsh,	Philadelphia, Pa.,	First Monday in February, 1897.
Samuel Rea,	Bryn Mawr, Pa.,	First Monday in February, 1897.
John P. Green,	Philadelphia, Pa.,	First Monday in February, 1897.
George Wood,	Philadelphia, Pa.,	First Monday in February, 1897.
William J. Sewell,	Camden, N. J.,	First Monday in February, 1897.
A. O. Dayton,	Camden, N. J.,	First Monday in February, 1897.
William Bettle,	Oaklyn, N. J.,	First Monday in February, 1897.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry D. Welsh,	Philadelphia, Pa.
Vice President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	James R. McClure,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Chief Engineer,	William H. Brown,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Delaware River Railroad and Bridge.	Frankford Junc., Pa.	Camden & Amboy R. R., N. J.	Penna. R. R. Co.,	Resolution of board.	2.51
	Branches,				1.17
Total mileage,					3.68

Operated by the Pennsylvania Railroad Company as of date April 18, 1896, under resolution of the boards of directors of both companies, adopted by the Delaware River Railroad and Bridge Company, April 17, 1896, and by the Pennsylvania Railroad Company, April 22, 1896. Rental, net earnings. Terminable on thirty days' notice from either company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,307,591 23	Capital stock,	$900,000 00
Cash and current assets,	49,294 16	Debentures,	1,000,000 00
Profit and loss,	4,172 19	Current liabilities,	459,557 58
Grand total,	$2,359,557 58	Grand total,	$2,359,557 58

IMPORTANT CHANGES DURING THE YEAR.

Whole line put into operation April 19, 1896.

Digitized by Google

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890 articles filed April 17, 1890.
Under laws of what government or state organized: Commonwealth of Pennsylvania, general laws of April 4, 1868, and supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Alexander B. Coxe, ...	Drifton, Pa., ...	Second Monday in January, 1897, or as soon thereafter as their successors are elected and qualified.
Henry B. Coxe, ...	No. 3 West Thirtieth street, New York city.	
Eckley B. Coxe, Jr., ...	Drifton, Pa., ...	
Alfred Walter, ...	No. 143 Liberty street, New York city.	
Henry B. Coxe, Jr., ...	Girard Trust Building, Philadelphia, Pa.	
S. P. Wolverton, ...	Sunbury Pa., ...	
Alexander Brown Coxe, ..	Paoli, Pa., ...	

Date of last meeting of stockholders for election of directors: March 20, 1896.
Postoffice address of general office: Drifton, Pa.
Postoffice address of operating office: Drifton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, ..	The president of the company.	No. 143 Liberty street, New York city.
President, ...	Alfred Walter, ...	No. 143 Liberty street, New York city.
Secretary, ...	Arthur McClellan, ...	Drifton, Pa.
Treasurer, ...	J. B. White, ...	No. 143 Liberty street, New York city.
Chief Engineer, ...	E. Kudlick, ...	Drifton, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
The Delaware, Susquehanna and Schuylkill Railroad Company.			
Narrow gauge,	Drifton, Pa.,	Deringer, Pa.,	29.13
Eckley branch,	Deringer, Pa.,	Gowen, Pa.,	1.50
	Eckley Junction,	Eckley No. 10 Breaker.	1.00
Stockton branch,	Stockton Junction,	Stockton Breaker,	.70
Beaver Meadow branch,	Beaver Meadow Y,	Beaver Meadow Breaker.	2.02
Oneida branch,	Oneida Junction,	Sheppton Breaker,	9.72
Oneida branch, narrow gauge,	Oneida Breaker,	Oneida No. 3 Mines,	1.64
Tomhicken branch,	Tomhicken Junction,	Tomhicken Breaker,	.95
Lumber Yard Connection, North,	Stockton Junction,	Lumber Yard Connection.	.73
Lumber Yard Connection, South,	Stockton Bridge,	Lumber Yard Connection.	.62
Part of Tamaqua, Hazleton and Northern Railroad.	D. S. & S. Connection at Rean.	An arbitrary point,	.41
Harwood branch,	Harwood Junction,	Harwood Breaker and Works.	1.34
Lehigh Valley Railroad,	Long Run Junction,	Hollywood and Latimer Breakers.	8.70
Lehigh Valley Railroad,	Lumber Yard connection.	Perth Amboy, N. J.,	124.18
Total mileage,			182.64

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,172,563 28	Capital stock,	$1,500,000 00
Cost of equipment,	974,039 27	Funded debt,	600,000 00
Cash and current assets,	809,778 18	Current liabilities,	356,824 37
Other assets:		Accrued interest on funded debt not yet payable,	9,000 00
Materials and supplies,	14,089 70	Profit and loss,	504,646 06
Grand total,	$2,970,470 43	Grand total,	$2,970,470 43

CONTRACTS, AGREEMENTS, ETC.

Commencing carrying United States mail from August 1, 1893, between Oneida Junction and Sheppton.

Contracts with connecting roads for exchange of business varying with distance and other circumstances, also with Lehigh Valley Railroad in reference to running coal to Tide (New York Harbor), on their tracks.

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.

Under laws of what government or state organized: Laws of Pennsylvania, act of April 4, 1868.

Operated by Cumberland Valley Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas B. Kennedy, ...	Chambersburg, Pa., ...	Tuesday, May 4, 1897.
Edward B. Watts, ...	Carlisle, Pa., ...	Tuesday, May 4, 1897.
Henry McCormick, ...	Harrisburg, Pa., ...	Tuesday, May 4, 1897.
J. Herman Bosler, ...	Carlisle, Pa., ...	Tuesday, May 4, 1897.
Wm. Penn Lloyd, ...	Mechanicsburg, Pa., ...	Tuesday, May 4, 1897.
Christian Bender, ...	Dillsburg, Pa., ...	Tuesday, May 4, 1897.
Joseph Milleisen, ...	Mechanicsburg, Pa., ...	Tuesday, May 4, 1897.

Date of last meeting of stockholders for election of directors: May 5, 1896.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, ...	Thomas B. Kennedy, ...	Chambersburg, Pa.
President, ...	Thomas B. Kennedy, ...	Chambersburg, Pa.
Secretary and Treasurer, ...	W. M. Biddle, ...	Chambersburg, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Dillsburg and Mechanicsburg Railroad.	Junction with C. V. R. R.	Dillsburg, ...	Cumberland Valley R. R. Co.	7.70

Operated by the Cumberland Valley Railroad Company for 99 years, under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc., the balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$215,793 53	Capital stock, ...	$89,800 00
Cash and current assets, ...	50 00	Funded debt, ...	100,000 00
		Current liabilities, ...	24,770 55
		Profit and loss, ...	1,292 98
Grand total, ...	$215,843 53	Grand total, ...	$215,843 53

Digitized by Google

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization: July 30, 1888.

Under laws of what government or state organized: Under general law of State of Pennsylvania, approved April 8, 1861, and the several supplements thereto.

If a consolidated company, name the constituent companies: Not consolidated.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
Henry D. Welsh, ...	Philadelphia, Pa.	N. P. Shortridge, ..	Wynnewood, Pa.
John P. Green, ...	Philadelphia, Pa.	T. M. Storb, ...	New Holland, Pa.
Wm. A. Patton, ...	Philadelphia, Pa.	John Keller, ...	Lancaster, Pa.
Samuel Rea, ...	Philadelphia, Pa.		

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Henry D. Welsh, ...	Philadelphia, Pa.
Secretary, ...	Frederick W. Schwarz, ...	Philadelphia, Pa.
Treasurer, ...	J. S. Vanzant, ...	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Downingtown & Lancaster Railroad Co.	Downingtown, Pa.	Conestoga Junction, P. R. R.	Penna. R. R. Co., ...	Resolution of board.	37.58

Operated by the Pennsylvania Railroad Company, under authority of resolutions adopted by the boards of directors of each company. Rental, net earnings. This arrangement dates from August 1, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$714,627 69	Capital stock, ...	$407,650 00
Profit and loss, ...	221,710 52	Funded debt, ...	300,000 00
		Current liabilities, ...	230,688 21
Grand total, ...	$936,338 21	Grand total, ...	$936,338 21

Digitized by Google

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Date of organization: December 31, 1872.

Under laws of what government or state organized: Under the laws of the State of Pennsylvania.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company was organized December 31, 1872, by the consolidation of the Warren and Venango Railroad Company, a corporation organized under the laws of the State of Pennsylvania, and the Dunkirk, Warren and Pittsburgh Railway Company.

The Dunkirk, Warren and Pittsburgh Railway Company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburgh Railroad Company, a corporation organized under the laws of the State of New York, and the Conewango Valley Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Chauncey M. Depew, ...	New York, N. Y., ...	This board is "holding over."
Cornelius Vanderbilt, ...	New York, N. Y., ...	
William K. Vanderbilt, ...	New York, N. Y., ...	
Frederick W. Vanderbilt, ..	New York, N. Y., ...	
Edwin D. Worcester, ...	New York, N. Y., ...	
Charles C. Clarke, ...	New York, N. Y., ...	
Horace J. Hayden, ...	New York, N. Y., ...	
Samuel F. Barger, ...	New York, N. Y., ...	
H. Walter Webb, ...	New York, N. Y., ...	
Dwight W. Pardee, ...	Brooklyn, N. Y., ...	
Darwin Thayer, ...	Fredonia, N. Y., ...	
Oscar W. Johnson, ...	Fredonia, N. Y., ...	
One vacancy.		

Date of last meeting of stockholders for election of directors: April 15, 1891.

Postoffice address of general office: Grand Central Station, New York.

Postoffice address of operating office: Grand Central Station, New York.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Chauncey M. Depew, ..	Grand Central Station, New York.
Vice President, ...	H. Walter Webb, ...	Grand Central Station, New York.
Secretary, ...	Dwight W. Pardee, ...	Grand Central Station, New York.
Treasurer, ...	Edward V. W. Rossiter,	Grand Central Station, New York.
Comptroller, ...	John Carstensen, ...	Grand Central Station, New York.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Dunkirk, Allegheny Valley and Pittsburgh Railroad.	Dunkirk, N. Y., ...	Titusville, Pa., ...	90.60

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburgh Railroad was leased to the New York Central and Hudson River Railroad Company, January 3, 1873, for the term of 501 years from December 1, 1872, the consideration being the payment of seven per cent. interest annually on mortgage bonds not exceeding $3,200,000, and one and one-half per cent. dividend annually on 13,000 shares of stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,278,761 67	Capital stock,	$1,300,000 00
Cost of equipment,	262,725 00	Funded debt,	2,900,000 00
Cash and current assets,	12,766 57	Current liabilities,	318,744 60
Other assets:		Profit and loss,	54,968 71
Materials and supplies,	19,460 07		
Grand total,	$4,573,713 31	Grand total,	$4,573,713 31

CONTRACTS, AGREEMENTS, ETC.

American Express Company: Railroad company receives one and one-half times first-class freight rates and special rates according to distance and nature of traffic.

Postoffice Department: Pays on basis of average daily weight carried.

Red Line Transit Company, Merchants' Despatch Transportation Company, Nickel Plate Line: Railroad Company receives a percentage of through rates.

Various companies for joint business, freight and passenger.

Western Union Telegraph Company: Telegraph company maintains line, railroad company furnishes repairers and operators, and has its messages sent free.

New York and Pennsylvania Telephone and Telegraph Company.

National Weighing Machine Company: Compensation twenty per cent. of gross earnings.

EAGLES MERE RAILROAD COMPANY.

Date of organization: September 11, 1891.

Under laws of what government or state organized: General law 1868, and supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. R. G. Ryan,	Williamsport, Pa.,	On election of successor.
C. La Rue Munson,	Williamsport, Pa.,	On election of successor.
William Emery,	Williamsport, Pa.,	On election of successor.
H. N. Davis,	Williamsport, Pa.,	On election of successor.
W. L. Welch,	Philadelphia, Pa.,	On election of successor.
Thos. B. Reeves,	Philadelphia, Pa.,	On election of successor.
E. L. Scheffer,	Philadelphia, Pa.,	On election of successor.
L. H. Woodrop,	Philadelphia, Pa.,	On election of successor.
C. W. Woodrop,	Hughesville, Pa.,	On election of successor.
B. Harvey Welch,	Hughesville, Pa.,	On election of successor.

Date of last meeting of stockholders for election of directors: Second Monday January, 1896.

Postoffice address of general office: 1310 Betz Building, Philadelphia, Pa.

Postoffice address of operating office: Hughesville, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	C. M. Woddrop,	Hughesville, Pa.
First Vice President,	Joel H. DeVictor,	Philadelphia, Pa.
Second Vice President,	J. R. G. Ryan,	Williamsport, Pa.
Secretary and Treasurer,	B. Harvey Welch,	Hughesville, Pa.
General Solicitor,	Hon. S. P. Wolverton,	Sunbury, Pa.
Auditor,	E. R. Kless,	Hughesville, Pa.
General Manager,	B. Harvey Welch,	Hughesville, Pa.
Chief Engineer,	W. C. Mason,	La Porte, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Eagles Mere Railroad Company,	Sonestown, Pa.,	Eagles Mere, Pa.,	7.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$108 680 00	Capital stock,	$50,000 00
Cost of equipment	12,079 94	Funded debt and long time obligation,	57,815 41
Cash and current assets,	3,771 40	Current liabilities,	12,000 00
		Profit and loss,	4 115 93
Grand total,	$124,531 34	Grand total,	$124 531 34

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Postoffice Department for carrying mail at $392.44 per year.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.

Under laws of what government or state organized: State of Pennsylvania, April 16, 1856, P. L. 1857, p. 780; May 14, 1857, P. L. 1857, p. 505; April 20, 1864, P. L. 1864, p. 712; May 24, 1871, P L. 1871, p. 1087; March 7, 1872, P. L. 1873, p. 1011; March 23, 1872, P. L. 1873, p. 1032; April 30 1873, P. L. 1873, p. 498.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William A. Ingham,	Philadelphia, Pa.,	January, 1897.
Edward Roberts, Jr.,	Philadelphia, Pa.,	January, 1897.
Edward R. Wood,	Philadelphia, Pa.,	January, 1897.
G. Theodore Roberts,	Philadelphia, Pa.,	January, 1897.
John Markle,	Jeddo, Pa.,	January, 1897.
Calvin Pardee,	Philadelphia, Pa.,	January, 1897.
Herbert M. Howe, M. D.,	Philadelphia, Pa.,	January, 1897.
William Longstreth,	Philadelphia, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: No. 220 Walnut street, Philadelphia, Pa.
Postoffice address of operating office: Rockhill Furnace, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	William A. Ingham,	Philadelphia, Pa.
Vice President,	Edward Roberts, Jr.,	Philadelphia, Pa.
Secretary and Treasurer,	J. E. Haverstick,	Philadelphia, Pa.
Auditor,	Edward Roberts, third,	Philadelphia, Pa.
Engineer,	F. F. Lyon,	Robertsdale, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Owned.			
East Broad Top Railroad and Coal Co.,	Mt. Union, Pa.,	Woodvale, Pa.,	31.10
Leased.			
Shade Gap railroad (not in operation),	Rockhill, Pa.,	Nancy, Pa.,	11.16
Booher branch,	Jordan Junc., Pa.,	Booher mine,	2.36
Total mileage,			44.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$943,943 00	Capital stock,	$815,589 43
Cost of equipment,	194,118 00	Funded debt,	542,888 88
Stocks owned,	90,584 76	Current liabilities,	254,558 93
Bonds owned,	1,000 00		
Cash and current assets,	193,247 08		
Other assets:			
Materials and supplies,	2,038 79		
Profit and loss,	188,105 61		
Grand total,	$1,613,037 24	Grand total,	$1,613,037 24

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, payment at a rate according to class.
United States government, no contract; received from them during year, $1,655.52.
Operate Rockhill Telegraph Company's line and maintain for receipts.

Digitized by Google

EAST MAHONOY RAILROAD COMPANY.

Date of organization: March 9, 1856.

Under laws of what government or state organized: Pennsylvania, April 21, 1854; April 21, 1858; April 11, 1859; February 2, 1866.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Voorhees, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Daniel Jones, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
John Lowber Welsh, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
A. J. Antelo, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Thomas McKean, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
James Boyd, ...	Norristown, Pa., ...	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	Philadelphia, Pa.
Treasurer, ...	W. A. Church, ...	Philadelphia, Pa.
Comptroller, ...	D. Jones, ...	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
East Mahanoy Railroad Company.	East Mahanoy Junction.	Waste House Run.	P. & R. R. Co., ...	Lease, ...	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company January 12, 1863, for 99 years.

Sub-leased to the Philadelphia and Reading railroad July 7, 1868, for the remainder of the term.

Lessee pays all expenses of operation and to this company as a rental a sum equal to six per cent. on the capital stock and an additional sum not exceeding $2,000 per annum for state taxes and sundry expenses.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$497,792 68	Capital stock,	$497,750 00
Cash and current assets,	4,877 24	Current liabilities,	4,919 92
Grand total,	$502,669 92	Grand total,	$502,669 92

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.

Under laws of what government or state organized: Pennsylvania, act of March 9, 1836, and supplements.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January, 1897.
Thomas Hart, Jr.,	Philadelphia, Pa.,	Second Monday in January, 1897.
George B. Eckert,	Philadelphia, Pa.,	Second Monday in January, 1897.
James Boyd,	Norristown, Pa.,	Second Monday in January, 1897.
Joseph F. Sinnott,	Philadelphia, Pa.,	Second Monday in January, 1897.
B. Borie,	Philadelphia, Pa.,	Second Monday in January, 1897.
C. G. Hancock,	Philadelphia, Pa.,	Second Monday in January, 1897.
George D. Stitzel,	Reading Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
East Pennsylvania Railroad.	Reading, Pa.	Allentown, Pa.	P. & R. R. R. Co.,	Lease,	36

Digitized by Google

Leased to the Philadelphia and Reading Railroad Company for 999 years, May 19, 1869. Lessee pays dividend of six per cent. per annum on capital stock, interest on mortgage bonds and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,905,586 01	Capital stock,	$1,730,450 00
Other assets:		Funded debt,	495,000 00
Sundries,	481,540 52	Current liabilities,	9,544 65
		Profit and loss,	151,832 18
Grand total,	$2,387,126 53	Grand total,	$2,387,126 53

EASTON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 28, 1889.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements thereto.

Operated by Bangor and Portland Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Hartshorne,	Philadelphia, Pa.,	January, 1897.
Robert H. Sayre,	South Bethlehem, Pa.,	January, 1897.
Henry S. Drinker,	Philadelphia, Pa.,	January, 1897.
Rollin H. Wilbur,	South Bethlehem, Pa.,	January, 1897.
Frank Reeder,	Easton, Pa.,	January, 1897.
S. S. Messenger,	Tadamy, Pa.,	January, 1897.
A. N. Cleaver,	Bethlehem, Pa.,	January, 1897.
Fred. Green,	Easton, Pa.,	January, 1897.
John B. Garrett,	Philadelphia, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia, Pa.
Secretary and Treasurer,	David G. Baird,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Easton and Northern Railroad.	Easton, Pa.,	Belfast, Pa.,	Bangor and Portland Railroad Company.	Lease, ...	8.14

The Easton and Northern railroad leased to the Bangor and Portland Railroad Company for five years, from August 1, 1893. The latter company agrees to pay thirty per cent. of gross receipts and all taxes, charges, etc.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$388 143 20	Capital stock, ...	$300,000 00
Cash and current assets, ...	12,986 52	Funded debt, ...	50,000 00
		Current liabilities, ...	41,557 41
		Profit and loss, ...	9,572 31
Grand total, ...	$401,129 72	Grand total, ...	$401 129 72

IMPORTANT CHANGES DURING THE YEAR.

Two thousand shares new stock issued, par $50; amount, $100,000.
Fifty thousand dollars 4½ per cent. bonds issued under date of mortgage of October 7, 1895.

EBENSBURG AND BLACK LICK RAILROAD COMPANY.

Date of organization: Articles of association filed January 18, 1893. Letters patent issued same date.

Under laws of what government or state organized: Pennsylvania general law, April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green, ...	Philadelphia, Pa., ...	March 3, 1897.
Enoch Lewis, ...	Philadelphia, Pa., ...	March 3, 1897.
William A. Patton, ...	Philadelphia, Pa., ...	March 3, 1897.
N. Parker Shortridge, ...	Wynnewood, Pa., ...	March 3, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	March 3, 1897.
George Wood, ...	Philadelphia, Pa., ...	March 3, 1897.

Date of last meeting of stockholders for election of directors: March 3, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ebensburg and Black Lick Railroad.	Ebensburg,	Vintondale,	Penna. R. R. Co.,	Resolution of board.	12.80
	Branch,				1.95
Total mileage,					14.75

Operated by Pennsylvania Railroad Company under resolutions of the boards of directors of both companies adopted respectively, November 27, and December 12, 1884.

This arrangement is terminable on thirty days' notice from either company.

Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$348,391 37	Capital stock,	$150,000 00
Cash and current assets,	93,581 85	Funded debt,	100,000 00
Profit and loss,	12,621 71	Current liabilities,	4,591 93
Grand total,	$454,594 93	Grand total,	$454,594 93

IMPORTANT CHANGES DURING THE YEAR.

Twenty one-hundredths mile new line.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

Under laws of what government or state organized: State of Pennsylvania, special act March 12, 1860; state of New York, June 1, 1860.

Operated by the Northern Central Railway Company.

7-9-96

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William Read Fisher, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
Lewis P. Geiger, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
William D. Neilson, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
Murray Gorgas, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
George M. Diven, ...	Elmira, N. Y., ...	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: 409 Chestnut street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Thomas Neilson, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	Lewis F. Geiger, ...	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Elmira and Williamsport Railroad Company.	Williamsport, ..	Elmira, ...	Northern Central Railway Co.,	Rental ..	75.50

The Elmira and Williamsport railroad is leased for 999 years, from May 1, 1863, to the Northern Central Railway Company.

The terms of the lease provide for the payment of the interest on the funded debt of the Elmira and Williamsport Railway Company, annual dividends of seven per cent on its preferred stock, and five per cent. on its common stock. Said payments being subject to deduction for taxes, and $3,000 per annum for organization expenses. All improvements, betterments, etc., made by the lessee to be at their own expense.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,202,000 00	Capital stock, ...	$1,000,000 00
Cost of equipment, ...	352,000 00	Funded debt, ...	1,554,000 00
Stocks owned, ...	3,309 38	Current liabilities, ...	29,615 00
Cash and current assets, ...	38,020 16	Accrued interest on funded debt not yet payable, ...	7,175 00
		Profit and loss, ...	4,589 55
Grand total, ...	$2,595,329 55	Grand total, ...	$2,595,329 55

IMPORTANT CHANGES DURING THE YEAR.

During the past year $16,000 of the first mortgage bonds were bought and cancelled. They were purchased by the trustees from proceeds of land sold in Williamsport, Pa. Construction account having received credit, the cost of road is diminished that amount.

Digitized by Google

ELLWOOD CONNECTING RAILROAD COMPANY.

Date of organization: April 11, 1892.

Under laws of what government or state organized: State of Pennsylvania, April 4, 1868, and all acts supplementary thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. H. Reed,	Pittsburgh, Pa.,	January 26, 1897.
Jno. G. Robinson,	Pittsburgh, Pa.,	January 26, 1897.
James M. Bailey,	Pittsburgh, Pa.,	January 26, 1897.
H. A. Rozier,	Ellwood City, Pa.,	January 26, 1897.
Wm. E. Reis,	New Castle, Pa.,	January 26, 1897.

Date of last meeting of stockholders for election of directors: January 26, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Reed,	Pittsburgh, Pa.
Secretary and Treasurer,	John G. Robinson,	Pittsburgh, Pa.
Auditor,	C. H. Bronson,	Pittsburgh, Pa.
Chief Engineer,	J. A. Atwood,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line operated road named.
	From—	To—	
Ellwood Connecting Railroad Company	West Ellwood Junction.	Beaver and Ellwood railroad.	.68

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Controlled by the Pittsburgh and Lake Erie Railroad Company through the ownership of the entire capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$63,443 48	Capital stock,	$50,000 00
		Current liabilities,	8,306 68
		Profit and loss,	5,136 80
Grand total,	$63,443 48	Grand total,	$63,443 48

Digitized by Google

ELLWOOD SHORT LINE RAILROAD COMPANY.

Date of organization: April 25, 1890.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements thereto.

Operated by the Pittsburgh and Western Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. W. Hartman,	Ellwood City, Pa.,	January 15, 1897.
Merritt Greene,	Edgeworth, Pa.,	January 15, 1897.
George T. Oliver,	Pittsburgh, Pa.,	January 15, 1897.
William Jenkins,	Pittsburgh, Pa.,	January 15, 1897.
Samuel A. Roelofs,	Ellwood City, Pa.,	January 15, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Ellwood City, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Charles H. McKee,	Pittsburgh, Pa.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary and Treasurer,	Samuel A. Roelofs,	Ellwood City, Pa.
General Solicitor and Attorney, or General Counsel,	Lyon, McKee & Sanderson,	Pittsburgh, Pa.
Auditor,	Samuel A. Roelofs,	Ellwood City, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ellwood Short Line Railroad.	North Sewickley, Pa.	Rock Point, Pa.	Pittsburgh and Western Ry. Co.	Rental,	2.2

Leased to the Pittsburgh and Western Railway Company for a term of thirty years, from August 1, 1891.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$716 839 66	Capital stock,	$300,000 00
Cash and current assets,	2,034 12	Funded debt,	300,000 00
		Current liabilities,	105 636 23
		Profit and loss,	13,237 55
Grand total,	$718,873 78	Grand total,	$718,873 78

Digitized by Google

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
Under laws of what government or state organized: Laws of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Henry Aucher,	Emporium, Pa.,	Third Tuesday in January, 1897.
Joseph Kaye,	Emporium, Pa.,	Third Tuesday in January, 1897.
Josiah Howard,	Emporium, Pa.,	Third Tuesday in January, 1897.
W. H. Howard,	Emporium, Pa.,	Third Tuesday in January, 1897.
B. W. Green,	Emporium, Pa.,	Third Tuesday in January, 1897.
G. A. Walker,	Emporium, Pa.,	Third Tuesday in January, 1897.
J. D. Logan,	Emporium, Pa.,	Third Tuesday in January, 1897.

Date of last meeting of stockholders for election of directors: January 21, 1896.
Postoffice address of general office: Emporium, Pa.
Postoffice address of operating office: Emporium, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Henry Aucher,	Emporium, Pa.
President,	Henry Aucher,	Emporium, Pa.
First Vice President,	G. A. Walker,	Emporium, Pa.
Secretary,	J. W. Kaye,	Emporium, Pa.
Treasurer,	H. A. Cox,	Emporium, Pa.
General Solicitor, Attorney, or General Counsel,	B. W. Green,	Emporium, Pa.
Comptroller and Auditor,	J. Howard,	Emporium, Pa.
General Manager,	Jos. Kaye,	Emporium, Pa.
Chief Engineer,	E. H. Welch,	Lock Haven, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Emporium and Rich Valley R. R. Co.,	Emporium, Pa.,	Robinson Run, Pa.,	19

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$96,793 88	Capital stock,	$85,000 00
Cost of equipment,	24,546 05	Current liabilities,	16,115 25
Cash and current assets,	427 42	Profit and loss,	20,652 10
Grand total,	$121,767 35	Grand total,	$121,767 35

Digitized by Google

ENGLESIDE RAILROAD COMPANY.

Date of organization: Articles of association filed September 22, 1892.

Under laws of what government or state organized: Pennsylvania, act approved April 4, 1868, and supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Robert S. Beatty,	Philadelphia, Pa.,	January 11, 1897.
C. William Bergner,	Philadelphia, Pa.,	January 11, 1897.
William A. Patton,	Philadelphia, Pa.,	January 11, 1897.
John M. Harding,	Philadelphia, Pa.,	January 11, 1897.
John B. Stauffer,	Philadelphia, Pa.,	January 11, 1897.
William J. Latta,	Philadelphia, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Engleside railroad,	A connection with the Connecting Railway near Thirty-second and Jefferson streets and southward along Thirty-second street.	A point on Thirty-second street, about 160 feet north of north side of Thompson street.	Pennsylvania Co.,	.17

Operated by the Pennsylvania Railroad Company as a siding.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$12,306 25	Capital stock,	$30,000 00
Cash and current assets,	17,481 33		
Profit and loss,	212 42		
Grand total,	$30,000 00	Grand total,	$30,000 00

ERIE RAILROAD COMPANY.

Date of organization: Certificate filed November 14, 1896.

Under laws of what government or state organized: Under general railroad act of the State of New York dated April 2, 1850.

Original corporation, New York and Erie Railroad Company, organized under a special charter of act of the New York Legislature April 24, 1832. Reorganized as the Erie Railway Company under act of New York State April 20, 1860, and April 2, 1861. Reorganized as the New York, Lake Erie and Western Railroad Company upon the foreclosure of the Erie Railway Company; second consolidated mortgage and sale thereunder April 24, 1878, and again reorganized upon foreclosure of the New York, Lake Erie and Western Railroad Company. Second consolidated mortgage and sale thereunder November 6, 1895, special act as to reorganization are laws of May 12, 1874, and June 2, 1876, of New York.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Alexander E. Orr,	27 N. Nineteenth street, New York city.	Second Tuesday in October, 1896.
C. H. Coster,	102 Produce Exchange, New York city.	Second Tuesday in October, 1896.
E. B. Thomas,	175 W. Fifty-eighth street, New York city.	Second Tuesday in October, 1896.
L. E. Williamson,	Cleveland, O.,	Second Tuesday in October, 1896.
J. Lowber Welsh,	304 Walnut street, Philadelphia, Pa.	Second Tuesday in October, 1896.
Samuel Spencer,	80 Broadway, New York city.	Second Tuesday in October, 1896.
George W. Quintard,	80 Broadway, New York city.	Second Tuesday in October, 1896.
James J. Goodwin,	45 W. Thirty-fourth street, New York city.	Second Tuesday in October, 1896.
Abram S. Hewitt,	17 Burling Slip, New York city.	Second Tuesday in October, 1896.
J. G. McCullough,	21 Courtlandt street, New York city.	Second Tuesday in October, 1896.
D. O. Mills,	15 Broad street, New York city.	Second Tuesday in October, 1896.
F. L. Stetson,	576 Madison avenue, New York city.	Second Tuesday in October, 1896.

Date of last meeting of stockholders for election of directors: February 4, 1896.
Postoffice address of general office: 21 Courtlandt street, New York city.
Postoffice address of operating office: 21 Courtlandt street, New York city.

OFFICERS.

Title.	Name.	Location of Office.
President,	E. B. Thomas,	New York city.
Fourth Vice President,	G. G. Cochran,	New York city.
Second Vice President,	W. F. Merrill,	New York city.
Third Vice President,	A. Densmden	New York city.
Secretary,	J. A. Middleton,	New York city.
Treasurer,	Edward White,	New York city.
Assistant Treasurer,	W. B. Baucker,	New York city.
General Solicitor,	G. M. Cumming,	New York city.
Auditor,	J. T. Wann,	New York city.
Auditor of Traffic,	E. P. Campbell,	New York city.
Auditor of Disbursements,	D. W. Bigelow,	New York city.
Chief Engineer,	C. M. Buckholz,	New York city.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie Railroad Company,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63
Newburgh Branch,	Greycourt, N. Y.,	Newburgh, N. Y.,	18.73
Newburgh and New York Railroad,	Arden Junc., N. Y.,	Valley Gate Jc., N. Y	12.64
Buffalo Branch,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92
Edgerton Branch,	Mayfield, Pa.,	Edgerton, Pa.,	2.50
Bergen and Dundee Railroad,	Garfield, N. J.,	Dundee, N. J.,	2.45
Conesus Lake Railroad,	S. Levonia, N. Y.,	Lakeville, N. Y.,	1.61
Erie International Railway,	Buffalo, N. Y.,	International Bridge, N. Y.	4.50
Erie and Black Rock Railroad,	International Jc., N.Y.	Black Rock, N. Y.,	1.14
Moosic Mountain and Carbondale	Winton, Pa.,	Marshwood, Pa.,	4.21
Long Dock, Patterson and Hudson, Patterson and Ramapo and Union Railroad.	Jersey City, N. J.,	Suffern, N. Y.,	31.24
Weehawken Branch,	Jersey City, N. J.,	Weehawken, N. J.,	3.45
Newark and Hudson Railroad,	Bergen, N. J.,	Newark, N. J.,	5.62
Paterson and Newark,	Newark, N. J.,	Paterson, N. J.,	11.32
Bergen County Railroad,	Rutherford Jc., N. J.	Ridgewood Jc., N. J.,	9.82
Goshen and Deckertown Railroad,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64
Montgomery and Erie Railroad,	Goshen, N. Y.,	Montgomery, N. Y.,	10.43
Middletown and Crawford Railroad,	Crawford Jc., N. Y.,	Pine Bush, N. Y.,	10.22
Greenwood and Lake Branch,	Greenwood Lake Jc., N. J.	Sterling Forest, N. J.	40.42
Ringwood Branch,	Ringwood Jc., N. J.,	Ringwood, N. J.,	2.79
Caldwell Railroad,	Caldwell Jc., N. J.,	Essex Falls, N. J.,	5.45
Watchung Railroad,	Forest Hill, N. J.,	West Orange, N. J.,	4.16
Hawley Branch,	Lackawaxen, Pa.,	Hawley, Pa.,	15.61
Jefferson Railroad, Honesdale Branch,	Hawley, Pa.,	Honesdale, Pa.,	8.18
Jefferson Railroad, Carbondale Branch,	Lanesboro, Pa.,	Carbondale, Pa.,	36.51
Elmira State Line Railroad,	State Line, N. Y.,	Penna. State Line,	6.51
Tioga Railroad,	N. Y. and Pa. State Line.	Arnot Junc., Pa.,	42.76
Arnot and Fine Creek Railroad,	Arnot Junc., Pa.,	Haytville, Pa.,	11.83
Morris Run Branch,	Morris Run, Pa.,	Blossburg, Pa.,	3.56
Buffalo, New York and Lake Erie Railroad.	Painted Post, N. Y.,	Buffalo, N. Y.,	140.25
Rochester and Genesee Valley Railroad.	Avon, N. Y.,	Rochester, N. Y.,	18.40
Avon, Genesee and Mt. Morris Railroad.	Avon, N. Y.,	Mt. Morris, N. Y.,	17.70
Suspension Bridge and Erie Junction Railroad.	East Buffalo, N. Y.,	Suspension Bridge, N. Y.	24.01
Lockport and Buffalo Railroad,	Tonawanda, N. Y.,	Lockport, Pa.,	15.12
Buffalo, Bradford and Pittsburgh Railroad.	Carrolton, N. Y.,	Gileville, Pa.,	20.17
Erie Coal and Railroad,	Crawford Jc., Pa.,	Johnsonburg, Pa.,	31.04
West Branch,	Bradford, Pa.,	Sugar Run, Pa.,	10.84
Toby Branch,	Brockwayville, Pa.,	Toby Mines, Pa.,	12.00
Daguscahonda and Elk Railway,	Daguscahonda, Pa.,	Dagus Mines, Pa.,	5.70
Brockport and Shawmut,	Brockport, Pa.,	Shawmut, Pa.,	3.75
Northern Railroad of New Jersey,	Bergen, N. J.,	Nyack, N. Y.,	36.05
Buffalo and Southwestern,	Buffalo, N. Y.,	Jamestown, N. Y.,	66.36
Total mileage,			1,221.04

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment,	$274,302 545 15	Capital stock,	$146,000 000 00
Bonds owned,	2,257 19	Funded debt,	131,436,733 75
Advances to Union S. B. Co.,	209,710 62	Current liabilities,	2,257,862 55
Traffic Association deposit,	6,268 42	Real estate mortgages,	264,000 00
On deposit with financial agents for construction,	1,833,129 34	Accrued interest on funded debt and rental not yet payable,	818,277 42
Car Trust requirements,	690 065 28	Construction obligations,	110,000 00
Cash and current assets,	4 672 674 30	Accrued taxes not due,	313,594 50
Other assets: Materials and supplies,	871,696 05	Advanced by subsidiary companies,	212 04
		Reserve funds,	118 474 64
		Profit and loss,	151 709 43
Grand total,	$282,577 941 33	Grand total,	$282,577,941 33

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Greenwood Lake Branch, Ringwood Branch, Caldwell Railroad, Watchung Railroad, Elmira State Line Railroad, Tioga Railroad, Arnot and Pine Creek Railroad and Morris Run Branch not included last year.

CONTRACTS, AGREEMENTS, ETC.

Buffalo, Rochester and Pittsburgh Railway Company, date of contract, October 20, 1882; track between Crawford Junction and Howard's Crossing.

Buffalo, Rochester and Pittsburgh Railway Company, date of contract, October 20, 1882; trackage between Crawford Junction and Johnsonburg.

Buffalo, Rochester and Pittsburgh Railway Company, date of contract, November 21, 1891; trackage between Howard's Junction and Mt. Jewett.

Cincinnati, Hamilton and Dayton Railroad Company, date of contract, April 24, 1890; trackage between Dayton and Cincinnati and Indianapolis.

Same, as to Lime route, date of contract, April 24, 1890.

Chautauqua Steamboat Company, date of contract, March 9, 1892; interchange of passenger traffic at Jamestown and Lakewood.

William H. Hyde & Co., date of contract, November 7, 1895; trackage over Toby branch for the transportation of logs.

New Jersey Junction Railroad Company, date of contract, July 1, 1891; trackage over Weehawken branch.

New York, Ontario and Western Railroad Company, date of contract, June 8, 1882; trackage between Crawford Junction and Middletown.

New York, Susquehanna and Western Railroad Company, date of contract, August 1, 1889; trackage at Dundee, N. J.

Walter H. Miller, date of contract, January 21, 1896; musical phonograph privileges at Chambers Street Ferry.

Rocco Maresca, date of contract, October 1, 1895; bootblack privileges, ferry boats.

Port Jervis, Monticello and New York Railroad Company, date of contract, March 4, 1896; privilege of running passenger trains to and from station at Port Jervis.

Pittsburgh and Lake Erie Railroad Company, date of contract, April 18, 1889; as to freight transported over New Castle and Shenango Railroad.

Pennsylvania Coal Company, date of contract, November 4, 1882; transportation of coal, etc.

Pennsylvania Coal Company, date of contract, May 17, 1889; transporting coal at Weehawken.

Delaware and Hudson Canal Company, date of contract, April 7, 1885; transportation of coal and trackage over Jefferson Branch, etc.

Northern Central Railway Company, date of contract, May 10, 1872; trackage, etc.

Westcott Express Company, date of contract, April 3, 1896; baggage express privileges at New York and Jersey City.

Wells, Fargo & Co., date of contract, March 16, 1888; express facilities.

ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

Under laws of what government or state organized: State of Pennsylvania, special act of Legislature passed April 1, 1858; supplementary act passed April 28, 1858.

Operated by the Pennsylvania Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles H. Strong, ...	Erie, Pa., ...	Second Monday of January, 1897.
George B. Roberts, ...	Philadelphia, Pa., ...	Second Monday of January, 1897.
James McCrea, ...	Pittsburgh, Pa., ...	Second Monday of January, 1897.
Charles S. Fairchild, ...	New York, N. Y., ...	Second Monday of January, 1897.
Matthew H. Taylor, ...	Erie, Pa., ...	Second Monday of January, 1897.
Joseph Mc. Carter, ...	Erie, Pa., ...	Second Monday of January, 1897.
William Brewster, ...	Erie, Pa., ...	Second Monday of January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Erie, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles H. Strong,	Room No. 9, Scott Block, Erie, Pa.
Vice President,	Joseph Mc. Carter,	Second National Bank, Erie, Pa.
Secretary and Treasurer,	William Brewster,	Room No. 9, Scott Block, Erie, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Erie and Pittsburgh Railroad Company.	Girard Jc., Pa.,	New Castle, Pa.	Pennsylvania Co.,	Lease,	81.00
Erie and Pittsburgh Railroad Company.	Dock Jc., Pa.,	Harbor of Erie, Pa.	Pennsylvania Co.,		3.47
Total mileage,					84.47

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years (999), from March 1, 1870. The lease was assigned by said Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company, the Erie and Pittsburgh Railroad is operated.

Terms of Lease.—Rental: Seven percentum per annum on $2,000,000.00 of the capital stock of the company; the annual interest on the bonded indebtedness of the company; all taxes and the sum of twenty-five hundred dollars ($2,500), per annum towards the expenses of maintenance of the organization of the company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,200,280 66	Capital stock,	$1,998,400 00
Cost of equipment,	1,895,725 18	Funded debt,	3,395,000 00
Stocks owned,	11,561 88	Current liabilities,	15,125 83
Cash and current assets,	16,513 49		
Other assets:			
Costs,	295 85		
Erie Ex. canal	15,000 00		
Betterment account,	111,213 96		
Profit and loss,	17,195 81		
Grand total,	$5,408,525 83	Grand total,	$5,408,525 83

Digitized by Google

ERIE AND PITTSBURG RAILROAD COMPANY, PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie and Pittsburgh Railroad, ...	New Castle, Pa., ...	Girard Junc., Pa., ..	81.00
Dock Branch at Erie, Pa., ...	Junc. with main line,	State street, Erie, Pa.	3.47
Lake Shore and Michigan Southern Railway.	Girard Junc., Pa., ..	Erie, Pa., ...	16.74
Total mileage, ...	.....	.....	101.21

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried, for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of the Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line, located on the line of Erie and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Traveler's Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.

Under laws of what government or state organized: Act of General Assembly of Pennsylvania, approved June 8, 1874.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. V. S. Thorne, ...	1 Broadway, New York city,	Next annual meeting in June, 1897.
E. B. Thomas, ...	21 Courtlandt street, N. Y. city	Next annual meeting in June, 1897.
J. G. McCullough, ...	21 Courtlandt street N. Y. city	Next annual meeting in June, 1897.
W. A. May, ...	514 Washington av., Scranton,	Next annual meeting in June, 1897.
George H. Catlin, ...	5 Ridge Row, Scranton, ...	Next annual meeting in June, 1897.
A. H. McClintock, ...	19 S. River st., Wilkes Barre,	Next annual meeting in June, 1897.
George B. Smith, ...	Dunmore, Pa., ...	Next annual meeting in June, 1897.

Date of last meeting of stockholders for election of directors: June 10, 1896.

Postoffice address of general office: Dunmore, Pa.

Postoffice address of operating office: Dunmore, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Smith,	Dunmore, Pa.
Vice President,	W. V. S. Thorne,	1 Broadway, New York
Secretary,	M. B. Neal,	1 Broadway, New York
Treasurer,	Henry Beyea,	Dunmore, Pa.
Comptroller,	Sidney Williams,	Dunmore, Pa.
Auditor,	M. Donaldson	Dunmore, Pa.
Chief Engineer,	A. D. Blackinton,	Dunmore, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Erie and Wyoming Valley Railroad,	Hawley, Pa.,	Port Blanchard, Pa.,	48.28
Hawley Washery Branch,	Hawley,	Washery,	.93
Lake Ariel Branch,	Lake Junction,	Lake Ariel,	2.33
Lake Henry Branch,	Maplewood,	Lake Henry,	.41
Nay Aug Branch,	Nay Aug Junction,	D. L. & West. R. R.,	.36
Jessup Branch,	Jessup Junction,	Jessup,	6.91
Scranton Branch,	East Junction,	Scranton,	2.70
Scranton Branch,	West Junction,	N. O. 6 Junction,	.60
Brownsville Branch,	Spring Brook Bridge,	Brownsville breaker,	1.08
Brookside Washery branch,	Brownsville breaker,	Brookside washery,	1.26
Old Forge Branch,	Avoca,	Old Forge breaker,	1.05
Delaware and Hudson Branch,	Old Forge branch	Del. & Hudson yard,	.18
L. and B. Junction Branch,	Avoca,	Wyoming Junction,	1.61
Barnum breaker branch,	Wyoming Junction	Barnum breaker,	.73
Avoca Coal Company branch,	Avoca,	Avoca Coal Company's breaker.	.76
No. 10 breaker branch,	Hughestown,	No. 10 breaker,	.93
Banner Washery branch,	No. 10 breaker branch	Banner washery,	.70
Lehigh Valley railroad cut-off branch,	Broad street,	Lehigh Valley Railroad.	.66
No. 6 breaker branch,	No. 7 Junction,	No. 6 breaker,	1.14
Pittston branch,	No. 7 Junction,	Pittston,	1.08
Hoyt branch,	Ewen breaker,	Hoyt shaft,	.76
No. 14 breaker branch,	Port Blanchard,	No. 14 breaker,	.85
Nay Aug breaker branch,	Scranton branch,	Nay Aug breaker,	.42
Anthony washery branch,	Dunmore yard,	Anthony washery,	.74
No. 5 breaker branch,	Scranton branch,	No. 5 breaker,	.30
Stove works branch,	Scranton branch,	Stove works,	.32
Green Ridge breaker branch,	Scranton branch,	Green Ridge breaker,	.35
No. 1 breaker branch,	Gipsey Grove breaker,	No 1 breaker,	.47
Total mileage,			78.22

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5 268,379 07	Capital stock,	$1,500,000 00
Cost of equipment,	137,532 81	Funded debt,	3,000,000 00
Cash and current assets,	105,244 99	Current liabilities,	546,761 42
Other assets:		Profit and loss,	469,403 27
Materials and supplies,	5,007 80		
Grand total,	$5 516,164 69	Grand total,	$5 516,164 69

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

A temporary traffic arrangement with Wells, Fargo & Co.'s Express.

A contract with the United States Postoffice Department for carrying mails between Scranton, Pa., and Hawley, Pa.

A tripartite agreement between the Erie and Wyoming Valley Railroad Company, the Pennsylvania Coal Company and the New York, Lake Erie and Western Railroad Company, a copy of which is on file in the office of the Interstate Commerce Commission.

An agreement with the Western Union Telegraph Company for telegraph service, their usual terms.

FAIR HILL RAILROAD COMPANY.

Date of organization: June 13, 1892, by articles of association filed.

Under laws of what government or state organized: Pennsylvania, under the provisions of an act of the General Assembly approved April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Joseph M. Crawford,	Philadelphia, Pa.,	January 11, 1897.
William J. Latta,	Philadelphia, Pa.,	January 11, 1897.
William A. Patton,	Radnor, Delaware county, Pa.,	January 11, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	January 11, 1897.
J. B. Stauffer,	Philadelphia, Pa.,	January 11, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating office: Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	F. W. Schwarz,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Fair Hill Railroad,	A connection with the Connecting Railway between A, or Fillmore street, and Hart's lane, in the Thirty-third ward in the city of Philadelphia, southwardly.	Cambria street, same ward.	Penna. Railroad Company.	Lease, ...	1

Digitized by Google

Lease between the Fair Hill Railroad Company and the Pennsylvania Railroad Company, dated February 1, 1896, for the term of twenty years. Rental equal to four per cent. per annum on outstanding debenture certificates and taxes, and four per cent. per annum on capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$331,300 58	Capital stock,	$150,000 00
Cash and current assets,	292 82	Current liabilities,	183,000 00
Profit and loss,	1,406 60		
Grand total,	$333,000 00	Grand total,	$333,000 00

IMPORTANT CHANGES DURING THE YEAR.

Road constructed and operated February 1, 1896.

Leased to the Pennsylvania Railroad Company February 1, 1896.

Debenture certificate for $107,045.34 cancelled and new one for $183,000, bearing four per cent. interest dated February 1, 1896 given to the Pennsylvania Railroad Company in settlement of construction charges, etc.

FAIRMOUNT, MORGANTOWN AND PITTSBURG RAILROAD COMPANY.

Date of organization: August 10, 1893.

If a consolidated company, name the constituent companies: The State Line Railroad Company, organized April 11, 1884, State of Pennsylvania, acts April 4, 1868; June 8, 1874.

Fairmount, Morgantown and Pittsburgh Railroad Company, organized December 10, 1883, State of West Virginia, consolidated August 10, 1893.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. V. Patton,	Pittsburgh, Pa.,	Third Monday, October, 1896.
D. W. VanEman,	Pittsburgh, Pa.,	Third Monday, October, 1896.
Robert Wardrop,	Pittsburgh, Pa.,	Third Monday, October, 1896.
John W. Mason,	Fairmount, W. Va.,	Third Monday, October, 1896.
William A. Hanway,	Baltimore, Md.,	Third Monday, October, 1896.
William Reed,	Baltimore, Md.,	Third Monday, October, 1896.
A. Fairchild,	Morgantown, W. Va.,	Third Monday, October, 1896.
H. C. Huston	Connellsville, Pa.,	Third Monday, October, 1896.
William Hunt,	Uniontown, Pa.,	Third Monday, October, 1896.

Date of last meeting of stockholders for election of directors: October 21, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas M. King,	Baltimore, Md.
Secretary and Treasurer,	J. B. Washington,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Fairmont, Morgantown and Pittsburgh Railroad Company.	Uniontown, Pa.,	Fairmont, Morgantown and Pittsburgh Junction W. Va.	B. & O. R. R. Co.,	56.60
Redstone branch,	Redstone Junction, Pa.	Redstone, Pa.,	B. & O. R. R. Co.,	1.00
Total mileage,				57.60

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of the capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,421,435 40	Capital stock,	$3,000,000 00
Profit and loss,	3,991,310 00	Funded debt,	3,000,000 00
		Current liabilities,	412,745 40
Grand total,	$6,412,745 40	Grand total,	$6,412,745 40

FALL BROOK RAILWAY COMPANY.

Date of organization: July 1, 1892, succeeding by change of name the Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of New York, 1869, Chapter 917. Laws of Pennsylvania, approved May 16, 1861.

Name changed to Fall Brook Railway Company, July 1, 1892, by order of Supreme Court, special term, June 21, 1892, at Watkins, Schuyler county, N. Y. By order of court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Wellsboro' and Lawrenceville Railroad Company, Cowanesque Valley Railroad Company, purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, January 2, 1873.

Blossburg and Corning Railroad Company, under Chapter 191, laws of New York, 1826, Tioga Coal, Iron, Mining and Manufacturing Company, was incorporated with power to construct slack-water navigation; amended by Chapter 81, laws 1893, authorizing that company to construct a railroad and Chapter 90, laws of 1851, name of company changed to Corning and

Digitized by Google

Blossburg Railway Company. Afterward sold sheriff sale and reorganized, March 19, 1854, under general railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company. Wholly in State of New York.

Wellsboro and Lawrenceville Railroad Company, organized by act of Legislature of Pennsylvania, approved April 4, 1867, supplement to same, approved March 20, 1868; further supplement approved May 10, 1871. Wholly in Pennsylvania.

Cowanesque Valley Railroad Company, organized by act of Legislature of Pennsylvania approved April 9, 1869, supplement thereto, approved March 29, 1871. Wholly in State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George J. Magee,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
John Long,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Daniel Beach,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
John Magee,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Henry Sherwood	Wellsboro, Pa.,	Second Wednesday, Nov. 11, 1896.
Duncan S. Ellwood,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Jefferson Harrison,	Wellsboro, Pa.,	Second Wednesday, Nov. 11, 1896.

Date of last meeting of stockholders for election of directors: November 13, 1895.
Postoffice address of general office: Watkins, N. Y.
Postoffice address of operating office: Corning, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	George J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	Corning, N. Y.
Second Vice President and General Counsel.	Daniel Beach,	Corning, N. Y.
Secretary and Assistant to President.	John Magee,	Corning, N. Y.
Treasurer,	John H. Lang,	Corning, N. Y.
Auditor,	W. Nicholson,	Corning, N. Y.
General Superintendent,	G. R. Brown,	Corning, N. Y.
Chief Engineer,	S. T. Hoyt, Jr.,	Corning, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Fall Brook Railway,	Corning, N. Y.,	Antrim, Pa.,	53.00
Cowanesque Branch,	Lawrenceville, Pa.,	Ulysses, Pa.,	40.50
Fall Brook Branch,	Blossburg, Pa.,	Fall Brook, Pa.,	7.20
Total mileage,			100.70

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2 801,931 15	Capital stock,	$5,000,000 00
Cost of equipment,	2,249,673 80	Funded debt,	170,000 00
Cash and current assets,	595,714 08	Current liabilities,	222,449 85
Other assets:		Accrued interest on funded debt not yet payable,	1,700 00
Materials and supplies,	165,930 95	Profit and loss,	481,703 48
Sundries,	12,603 39		
Grand total,	$5,875,853 37	Grand total,	$5,875,853 37

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays forty per cent. of mileage proportion of receipts. Railway furnishes and maintains cars.

United States Government, $10,822.36 per annum.

Red, Blue, White, Nickle Plate, Hoosic Tunnel, West Shore, Merchants' Despatch, Interstate Despatch, Commercial Express, Erie Despatch, receive a pro rata of a through rate of freight. Merchants' Despatch deduct a commission on freight secured for the line. Each line furnishes cars at regular mileage rates.

Tioga Railroad Company, trackage on North fifteen miles (not used).

Buffalo and Susquehanna Railroad Company, trackage between Stokesdale Junction and Corning.

Western Union Telegraph Company use lines for commercial business for half of receipts.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1859.

Under laws of what government or state organized: General laws of Pennsylvania and supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
Adrian Iselin, Jr.,	New York, N. Y.	J. M. Grosh,	Ridgway, Pa.
Walter G. Oakman,	New York, N. Y.	J. N. Troxell,	Ridgway, Pa.
C. H. McCauley,	Ridgway, Pa.	W. H. Holaday,	Ridgway, Pa.
John G. Whitmore,	Ridgway, Pa.	A. G. Yates,	Rochester, N. Y.
W. W. Ames,	Ridgway, Pa.		

Date of last meeting of stockholders for election of directors: July 13, 1896.

Postoffice address of general office: Falls Creek, Pa.

Postoffice address of operating office: Reynoldsville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Lucius W. Robinson	Reynoldsville, Pa.
Vice President,	Arthur G. Yates,	Rochester, N. Y.
Secretary,	John G. Whitmore,	Ridgway, Pa.
Treasurer,	John F. Dinkey,	Rochester, N. Y.
Auditor,	John F. Dinkey,	Rochester, N. Y.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Falls Creek Railroad, ...	Falls Creek, Pa., ...	London Mine, Pa., ..	3.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$30,000 00	Capital stock, ...	$30,000 00
Cash and current assets, ...	183 11	Profit and loss, ...	183 11
Grand total, ...	$30,183 11	Grand total, ...	$30,183 11

CONTRACTS, AGREEMENTS, ETC.

Freight transportation arrangements with the Reynoldsville and Falls Creek Railroad Company.

FAYETTE COUNTY RAILROAD COMPANY.

Under laws of what government or state organized: Laws of Pennsylvania.
Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
E. B. Dawson, ...	Uniontown, Pa., ...	Until successor is elected.
Dr. F. C. Robinson, ...	Uniontown, Pa., ...	Until successor is elected.
John K. Ewing, ...	Uniontown, Pa., ...	Until successor is elected.
Nath. Ewing, ...	Uniontown, Pa., ...	Until successor is elected.
J. V. Thompson, ...	Uniontown, Pa., ...	Until successor is elected.
J. M. Beeson, ...	Hopwood, Pa., ...	Until successor is elected.
William L. Robinson, ...	Pittsburgh, Pa., ...	Until successor is elected.

Date of last meeting of stockholders for election of directors: May 5, 1879.
Postoffice address of general office: Uniontown, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	E. B. Dawson, ...	Uniontown, Pa.
Secretary, ...	J. V. Thompson, ...	Uniontown, Pa.
Treasurer, ...	J. V. Thompson, ...	Uniontown, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Fayette County R. R. Co.	Uniontown, ...	Connellsville, ..	B. and O. R. R. Co.	99 year lease to Pittsburgh and Connellsville R. R. Co.	12 2-3

The Fayette County Railroad was leased to the Pittsburgh and Connellsville Railroad Company on October 27, 1864, for 99 years.

On June 15, 1896, the board of directors of the Fayette County Railroad Company formally declared the lease forfeited.

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

Date of organization: July 16, 1891.

Under laws of what government or state organized: Pennsylvania, April 4, 1868.

If a consolidated company, name the constituent companies: Consolidation of Gettysburg and Harrisburg Railroad Company, Chartered in October, 1853, and the South Mountain Railway and Mining Company, organized in 1869 as the South Mountain Iron and Railroad Company. The latter was sold under a foreclosure, June 14, 1877, and reorganized in August, 1877, as the South Mountain Railway and Mining Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. H. Loomis, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Roswell Weston, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
James M. Landis, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
C. K. Klink, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Richard Tull, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	Philadelphia, Pa.
Treasurer, ...	W. A. Church, ...	Philadelphia, Pa.
Comptroller, ...	D. Jones, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Gettysburg and Harrisburg R. R. Co.,	Carlisle, Pa., ...	Gettysburg, Pa., ...	31.60
Gettysburg and Harrisburg R. R. Co.,	Gettysburg, Pa., ...	Round Top, Pa., ...	3.00
Total mileage, ...	.....	.....	34.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,118,284 59	Capital stock, ...	$600 000 00
Cost of equipment, ...	95,302 93	Funded debt, ...	565,000 00
Cash and current assets, ...	561 41	Current liabilities, ...	156,450 22
Other assets:		Accrued interest on funded debt	
Materials and supplies, ...	111 93	not yet payable, ...	2,687 55
Profit and loss, ...	105,876 91		
Grand total, ...	$1,324 137 77	Grand total, ...	$1 324 137 77

CONTRACTS, AGREEMENTS, ETC.

United States Mail: Rate, per mile.

GREENLICK RAILWAY COMPANY.

Date of organization: 1874. Reorganized June 17, 1892.

Under laws of what government or state organized: Under the laws of Pennsylvania.

If a consolidated company, name the constituent companies: Formerly Greenlich Narrow Gauge Railway Company, organized under the laws of Pennsylvania. Sold for debt by the sheriff of Fayette county, Pa., June 17, 1892. The same day reorganized under the laws of Pennsylvania as the Greenlich Railway Company. Was in operation July, August and September, 1895, under lease of W. P. Hurst. Said lease has since been forfeited. Now in charge of Greenlich Railway Company. Idle for last nine months.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George A. Hogg, ...	Pittsburgh, Pa., ...	May 4, 1897.
Matt. B. Hogg, ...	Brownsville, Pa., ...	May 4, 1897.
Frank F. Hogg, ...	Pittsburgh, Pa., ...	May 4, 1897.
George K. Miles, ...	Pittsburgh, Pa., ...	May 4, 1897.
Edwin Miles, ...	Pittsburgh, Pa., ...	May 4, 1897.
Daniel H. Pershing, ...	Stauffer, Pa., ...	May 4, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Stauffer, Westmoreland county, Pa.

Postoffice address of operating office: Stauffer, Westmoreland county, Pa.

Digitized by Google

OFFICERS.

Title	Name.	Location of Office.
President,	D. H. Pershing,	Stauffer, Pa.
Secretary,	Minnie S. Steyer,	Stauffer, Pa.
Treasurer,	Minnie S. Steyer,	Stauffer, Pa.
Comptroller,	D. H. Pershing,	Stauffer, Pa.
General Manager,	D. H. Pershing,	Stauffer, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Greenlich railway,	Greenlich Junction,	Mt. Vernon mines,	3.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,063 00	Capital stock,	$9,266 25
Cost of equipment,	115 15		
Cash and current assets,	151 29		
Profit and loss,	60 15		
Grand total,	$9,266 25	Grand total,	$9,266 25

IMPORTANT CHANGES DURING THE YEAR.

Lease of W. P. Hurst surrendered.

HANOVER AND NEWPORT RAILROAD COMPANY.

Date of organization: March 14, 1894.

Under laws of what government or state organized: General railroad law of Pennsylvania, and supplements. Act of April 4, 1868.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William F. Hallstead,	Scranton, Pa.,	Next election.
James Archbald,	Scranton, Pa.,	
Melvin I. Corbett,	Scranton, Pa.,	
James W. Fowler,	Scranton, Pa.,	
William E. Storrs,	Scranton, Pa.,	
Charles C. Rose,	Scranton, Pa.,	
John F. Snyder,	Scranton, Pa.,	
Samuel Sloan,	New York city,	
Edwin R. Holden,	New York city,	
Frederick H. Gibbins,	New York city,	
Samuel Sloan, Jr.,	New York city,	
Arthur D. Chambers,	New York city,	

Date of last meeting of stockholders for election of directors: Organization.
Postoffice address of general office: Scranton, Pa.
Postoffice address of operating office: Scranton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	William F. Hallstead,	Scranton, Pa.
Secretary,	Fred. F. Chambers,	26 Exchange Place, N. Y.
Treasurer,	Arthur D. Chambers,	26 Exchange Place, N. Y

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Hanover and Newport Railroad Company.	Near Plymouth Station.	North of Newport Center.	3.41
Branch "Auchindoss,"	Main Line,	Near Archindoss Breaker.	.63
Branch "Warrior Run,"	Dundee Shaft on Main Line.	Hanover Station on C. R. R. of N. J.	2.77
Total mileage,			6.81

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$388,626 82	Capital stock,	$50,000 00
Cash and current assets,	50,000 00	Real estate mortgages,	386,760 59
		Profit and loss,	1,866 23
Grand total,	$438,626 82	Grand total,	$438,626 82

IMPORTANT CHANGES DURING THE YEAR.

This road is completed to two collieries belonging to the Delaware, Lackawanna and Western Railroad Company.

Its only earnings are from the use of its tracks by said company.

Digitized by Google

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.

Under laws of what government or state organized: Pennsylvania, act of April 21, 1873.

If a consolidated company, name the constituent companies: Littlestown Railroad Company incorporated June 10, 1864. Consolidated with Hanover and York Railroad Company December 31, 1892.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
George D Klinefelter,	Hanover, Pa.,	3d Wednesday in February, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	3d Wednesday in February, 1897.
George P. Smyser,	York, Pa.,	3d Wednesday in February, 1897.
William A. Patton,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
John S. Young,	Hanover, Pa.,	3d Wednesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 19, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry D. Welsh,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	Jno. C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Hanover and York Railroad.	Maryland State Line.	York,	Penna. R. R. Co.,	Resolutions of board.	27.65

Operated by the Pennsylvania Railroad Company under resolutions of the board of directors adopted January 3, 1893. Rental, net earnings. This arrangement is terminable at the option of either company on thirty days' notice.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$532,276 48	Capital stock,	$325,000 00
Cash and current assets,	1,150 92	Debenture certificate,	150,000 00
		Current liabilities,	5,851 46
		Profit and loss,	52,575 94
Grand total,	$533,427 40	Grand total,	$533,427 40

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Act of incorporation June 9, 1832. Charter dated June 3, 1834.

Under laws of what government or state organized: Special act June 9, 1832. Acts of February 18, 1834; March 11, 1835; March 17, 1836; March 31, 1837; March 17, 1838; June 27, 1839; May 7, 1841; March 17, 1845; March 16, 1848; April 7, 1848; January 26, 1849; April 9, 1852; April 2, 1853; April 22, 1854; April 4, 1856; April 11, 1856; April 1, 1864; April 11, 1866.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George B. Roberts,	Philadelphia, Pa.,	September 4, 1896.
N. Parker Shortridge,	Wynnewood, Pa.,	September 4, 1896.
Lewis Elkin,	Philadelphia, Pa.,	September 4, 1896.
A. J. Cassatt,	Philadelphia, Pa.,	September 4, 1896.
John P. Green,	Philadelphia, Pa.,	September 4, 1896.
Enoch Lewis,	Philadelphia, Pa.,	September 4, 1896.
Thomas Williams, Jr.,	Philadelphia, Pa.,	September 4, 1896.
Richard D. Barclay,	Philadelphia, Pa.,	September 4, 1896.
William H. Ford,	Philadelphia, Pa.,	September 4, 1895.

Date of last meeting of stockholders for election of directors: September 6, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary and Treasurer,	Taber Ashton,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	Dillerville, Pa.,	Harrisburg, Pa.	Penna. R. R. Co.,	Lease, ...	35.59
Branch, ...	Columbia, Pa.,	Middletown, Pa.	.....	.....	18.15
Total mileage,	.....	.....	.....	.....	53.74

Lease for 999 years, from January 1, 1861. Rental equivalent to the dividend on the capital stock; seven per cent. per annum interest on funded debt; four per cent. per annum; all taxes on capital stock and bonds and an organization fund of $2,000 per annum.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,881,210 09	Capital stock, ...	$1,182,550 00
Stocks owned, ...	85,310 45	Funded debt, ...	700,000 00
Cash and current assets, ...	58,221 83	Current liabilities, ...	57,706 25
		Profit and loss, ...	84,486 12
Grand total, ...	$2,024,742 37	Grand total, ...	$2,024,742 37

IMPORTANT CHANGES DURING THE YEAR.

Purchased 85 shares of stock of Pennsylvania Railroad Company, costing $4,560.25, and 14 shares of stock of the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, costing $1,225.62.

HUNTERS RUN AND SLATE BELT RAILROAD COMPANY.

Date of organization: June 8, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. C. Fuller, ...	Pine Grove Furnace, Pa., ...	January 10, 1896.
Jay Cook, Jr., ...	122 S. 4th street, Philadelphia, Pa., ..	January 10, 1896.
Charles D. Barney, ...	122 S. 4th street, Philadelphia, Pa., ..	January 10, 1896.
J. Horace Harding, ...	122 S. 4th street, Philadelphia, Pa., ..	January 10, 1896.
B. J. Woodward, ...	119 S. 4th street, Philadelphia, Pa., ..	January 10, 1896.
John M. Butler, ...	119 S. 4th street, Philadelphia, Pa., ..	January 10, 1896.
W. H. Gibbons, ...	Coatesville, Pa., ...	January 10, 1896.

Date of last meeting of stockholders for election of directors: January 12, 1896.
Postoffice address of general office: Pine Grove Furnace, Pa.
Postoffice address of operating office: Pine Grove Furnace, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Secretary and Treasurer,	John M. Butler,	119 S. 4th st., Phila., Pa.
General Superintendent,	A. C. Givler,	Pine Grove Furnace, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Hunters Run and Slate Belt railroad,	Hunters Run,	Slate Belt,	13.50
Hunters Run and Slate Belt railroad,	Pine Grove Furnace,	Slate Belt,	5.50
Gettysburg and Harrisburg railroad,	Hunters Run,	Pine Grove Furnace,	8.00
Total mileage,			27.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$49,548 79	Capital stock,	$59,600 00
Cost of equipment,	6,589 14	Current liabilities,	24,908 83
Hunters Run property,	3,339 48		
Cash and current assets,	16,627 30		
Other assets:			
Materials and supplies,	188 75		
Profit and loss,	8,215 37		
Grand total,	$84,508 83	Grand total,	$84,508 83

CONTRACTS, AGREEMENTS, ETC.

Agreement with Philadelpiha and Reading Railroad Company on a pro rata mileage basis for delivery of United States mails on our line.

Have joint freight and passenger traffic agreement with the Philadelphia and Reading Railroad Company.

Agreement with Philadelphia, Reading and Pottsville Telegraph Company.

Digitized by Google

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Long,	Philadelphia, Pa.,	February, 1897.
Jacob Nayler,	Philadelphia, Pa.,	February, 1897.
William Bault,	Philadelphia, Pa.,	February, 1897.
James Whittaker,	Philadelphia, Pa.,	February, 1897.
Thomas R. Patton,	Philadelphia, Pa.,	February, 1897.
Lewis A. Riley,	Philadelphia, Pa.,	February, 1897.
George H. Colket,	Philadelphia, Pa.,	February, 1897.
William H. Shallcross,	Philadelphia, Pa.,	February, 1897.
Harrison K. Caner,	Philadelphia, Pa.,	February, 1897.
Robert H Crozer,	Upland, Pa.,	February, 1897.
Samuel Bancroft, Jr.,	Wilmington, Del.,	February, 1897.
Charles D. Farnum,	Philadelphia, Pa.,	February, 1897.

Date of last meeting of stockholders for election of directors: February 4, 1896.
Postoffice address of general office: Southeast corner Walnut and Fourth streets, Phila., Pa.
Postoffice address of operating office: Huntingdon, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Spencer M. Janney,	Philadelphia, Pa.
Vice President,	Samuel Bancroft, Jr.,	Wilmington, Del.
General Manager,	George F. Gage,	Huntingdon, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line, Huntingdon and Broad Top Mountain Railroad and Coal Co.	Huntingdon, Pa.,	Mt. Dallas, P.,	45.00
Shoup's Run,	Saxton, Pa.,	Fisher Colliery, Pa.,	7.8
Six Mile Run Branch,	Piddlesburg, Pa.,	Edge Hill, Pa.,	3.9
Shreve's Run Branch (S. M. R.),	Shreve's Run Junction,	Warner Colliery,	1.3
Sandy Run Branch,	Hopewell,	Cumberland Colliery,	2.7
Long's Run Branch,	Long Run Junction,	Kearney,	2.6
Total mileage,			63.3

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$5,946,389 90	Capital stock, ...	$3,371,750 00
Lands owned, ...	63,518 98	Funded debt, ...	2,280,500 00
Cash and current assets, ...	184,032 91	Current liabilities, ...	76,155 52
Other assets:		Earnings Car Trusts, ...	495 140 18
Equipment trust payments, ...	487,000 00	Scrip, ...	417 00
Materials and supplies, ...	13,158 16	Sundries, ...	378,500 25
Sundries, ...	190,203 86	Profit and loss, ...	291,540 76
Grand total, ...	$6,884,303 81	Grand total, ...	$6,884 303 81

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 22 cents per 100 pounds.
United States Postoffice Department, $4,731.90 per annum.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
Samuel Thomas, ...	Catasauqua, Pa.	B. Fackensthal, Jr.,	Easton, Pa.
John Thomas, ...	Hokendauqua, Pa.	James W. Fuller, ..	Catasauqua, Pa.
Edwin Mickley, ...	Mickley's, Pa.	James W. Weaver, ..	Easton, Pa.

Date of last meeting of stockholders for election of directors: October 14, 1895.
Postoffice address of general office: Easton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	B. F. Fackenthal, Jr., ...	Easton, Pa.
Secretary, ...	J. W. Weaver, ...	Easton, Pa.
Treasurer, ...	J. W. Weaver, ...	Easton, Pa.
General Superintendent, ...	William Andrews, ...	Allentown, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Ironton Railroad Company, ...	Coplay, Pa., ...	Ironton, Pa., ...	5.50
Ironton Railroad Company, ...	Junction, ...	Singersville, Pa., ...	3.50
Total mileage, ...	.....	.....	9.00

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$183,000 00	Capital stock,	$200,000 00
Cost of equipment,	17,000 00	Current liabilities,	6,131 62
Lands owned,	437 50	Profit and loss,	88,598 57
Cash and current assets,	94,272 69		
Grand total,	$294,710 19	Grand total,	$294,710 19

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

Under laws of what government or state organized: State of Pennsylvania. An act to incorporate the Jamestown and Franklin Railroad Company, approved April 25, A. D. 1862. A supplement to said act, approved March 9, A. D. 1863; further supplement approved April 19, A. D. 1864; a further supplement approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company. Charter in effect September 19, 1870. Created under general laws of the Commonwealth of Pennsylvania. Act of April 4, 1868.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
O. G. Getzen-Danner,	Cleveland, Ohio,	January 28, 1897.
P. P. Wright,	Cleveland, Ohio,	January 28, 1897.
George H. McIntire,	Stoneboro, Pa.,	January 28, 1897.
O. D. Blakely,	Franklin, Pa.,	January 28, 1897.
S. R. Mason,	Mercer, Pa.,	January 28, 1897.
Robert P. Cann,	Stoneboro, Pa.,	January 28, 1897.

Date of last meeting of stockholders for election of directors: January 23, 1896.

Postoffice address of general office: Stoneboro, Pa.

Postoffice address of operating office: Cleveland, Ohio.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Reed,	Pittsburgh, Pa.
First Vice President,	O. G. Getzen-Danner,	Cleveland, Ohio.
Secretary and Treasurer,	Robert P. Cann,	Stoneboro, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Jamestown and Franklin Railroad.	Jamestown, Pa.	Oil City, Pa.,...	Lake Shore and Michigan Southern Railway Co.	30 per cent. of gross earnings.	50.91

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,658,760 75	Capital stock, ...	$607,243 00
Lands owned, ...	21,735 23	Funded debt, ...	798,000 00
Cash and current assets, ...	8,374 44	Current liabilities, ...	1,173,489 54
		Accrued interest on funded debt not yet payable, ...	2,916 67
		Profit and loss, ...	91,610 52
		Timber, ...	17,610 69
Grand total, ...	$2,690,870 42	Grand total, ...	$2,690,870 42

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

Under laws of what government or state organized: Special charter, under act of April 28, 1851. Confirmed act of March 16, 1863, of Pennsylvania Legislature.

Operated by Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
E. B. Thomas, ...	P. O. Box 839, N.Y.city.	W. A. May, ...	Scranton, Pa.
A. Donaldson, ...	P. O. Box 839, N.Y.city.	M. S. Terwilliger, ..	Susquehanna, Pa.
A. R. Mcl-nough, ..	P. O. Box 839, N.Y.city.	E. M. Willard, ...	Scranton, Pa.
J. Lowber Welsh, ...	Philadelphia, Pa.		

Date of last meeting of stockholders for election of directors: Second Tuesday in June, 1895.

Postoffice address of general office: P. O. Box 839, New York city.

Postoffice address of operating office: P. O. Box 829, New York city.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	J. Lowber Welsh, ...	Philadelphia, Pa.
Secretary, ...	A. R. Macdonough, ...	21 Cortlandt st., N. Y.
Treasurer, ...	Edward White, ...	21 Cortlandt st., N. Y.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Jefferson Railroad Company—					
Honesdale branch,	Hawley, Pa., ..	Honesdale, Pa.,	Erie Railway Co.,	Lease, ...	8.18
Carbondale branch,	Lanesboro, Pa..	Carbondale, Pa	Erie Railway Co.,	Lease, ...	36.51
Total mileage,..	.....	.....	.....	.....	44.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$6,576,708 13	Capital stock, ...	$2 036,050 00
Erie Railroad Company, ...	250 00	Funded debt, ...	3,100 00
		Advances Erie R'y Company, ..	912,632 11
		Advances N. Y., L. E., W. R. R. and receivers, ...	468,276 02
Grand total, ...	$6,576,958 13	Grand total, ...	$6,576,958 13

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1887, and organized during that year.

Under laws of what government or state organized: General law of State of Pennsylvania approved April 4, 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. Bayard Henry, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
Charles W. Henry, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
N. Thouron, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
William A. Patton, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
Samuel G. DeCoursey, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.
Samuel Rea, ...	Philadelphia, Pa., ...	Second Monday in April, 1897.

Date of last meeting of stockholders for election of directors: April 13, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office
President, ...	J. Bayard Henry, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	J. S. Vanzant, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Johnsonburg Railroad Company.	Johnsonburg, Pa.	Clermont, Pa.,	Penna. Railroad Company.	Lease, ...	19.59

Lease to the Pennsylvania Railroad Company for fifty years from 8th day of July, A. D. 1889, the lessee reserving the right to cancel and annul the lease upon certain conditions, at any time after the expiration of five years from date of lease. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$400,963 34	Capital stock, ...	$200,000 00
Lands owned, ...	500 00	Funded debt, ...	200,000 00
Cash and current assets, ...	7,998 32	Current liabilities, ...	6,000 00
Other assets:		Profit and loss, ...	6,561 66
Sundries, ...	3,200 00		
Grand total, ...	$412,561 66	Grand total, ...	$412,561 66

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Date of organization: November 15, 1887.

Under laws of what government or state organized: Under laws of Commonwealth of Pennsylvania, act of April 4, 1868, and supplements.

Operated by Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Adrian Iselin, ...	36 Wall st., New York, N. Y.,	Third Tuesday, January, 1897.
A. Iselin, Jr., ...	36 Wall st., New York, N. Y.,	Third Tuesday, January, 1897.
C. O. D. Iselin, ...	36 Wall st., New York, N. Y.,	Third Tuesday, January, 1897.
J. H. Hoeart, ...	36 Wall st., New York, N. Y.,	Third Tuesday, January, 1897.
C. H. McCauley, ...	Ridgway, Pa., ...	Third Tuesday, January, 1897.
George G. Wiltmore, ...	Ridgway, Pa., ...	Third Tuesday, January, 1897.
W. W. Ames, ...	Ridgway, Pa., ...	Third Tuesday, January, 1897.
J. M. Grosh, ...	Ridgway, Pa., ...	Third Tuesday, January, 1897.
John McLeavy	Stanley, Pa., ...	Third Tuesday, January, 1897.
George W. Downs, ...	Stanley, Pa., ...	Third Tuesday, January, 1897.
W. R. Cole, ...	Stanley, Pa., ...	Third Tuesday, January, 1897.

Date of last meeting of stockholders for election of directors: January 21, 1896.

Postoffice address of general office: Ridgway, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Adrian Iselin,	36 Wall st., New York.
Secretary and Treasurer,	Adrian Iselin, Jr.,	35 Wall st., New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Johnsonburg and Bradford Railroad Company.	Howards, Pa.	N. Y., L. E. & West. Junc.	Buffalo, Rochester and Pittsburgh Railway Co.	Agreement.	19.60

The Johnsonburg and Bradford Railroad is operated under an arrangement with the Buffalo, Rochester and Pittsburgh Railway Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$921,666 35	Capital stock,	$420,000 00
		Funded debt,	420,000 00
		Current liabilities,	81,666 35
Grand total,	$921,666 35	Grand total,	$921,666 35

THE JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1869.

Under laws of what government or state organized: State of Pennsylvania, acts of May 3, 1860 (P. L., p. 780); March 23, 1861 (P. L., p. 177); April 26, 1864 (P. L., p. 609); April 11, 1862 (P. L. of 1867, p. 1349); February 2, 1865 (P. L., p. 88).

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by Pennsylvania Railroad Company, Philadelphia, Washington and Baltimore Railroad Company, Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George B. Roberts,	Broad Street Station, Philadelphia	April 5, 1897.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.	April 5, 1897.
John P. Greene,	Broad Street Station, Philadelphia,	April 5, 1897.
Frank Thompson,	Broad Street Station, Philadelphia,	April 5, 1897.
Joseph S. Harris,	Reading Terminal, Philadelphia,	April 5, 1897.

Date of last meeting of stockholders for election of directors: April 6, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating office: Broad Street Station, Philadelphia, Pa.

9-9-96

Digitized by Google

OFFICERS.

Title.		Location of Office.
Chairman of the Board, ...	George B. Roberts, ...	Broad St. Station, Philadelphia, Pa
President, ...	George B. Roberts, ...	Broad St. Station, Philadelphia, Pa
Secretary, ...	John C. Sims, ...	Broad St. Station, Philadelphia, Pa.
Treasurer, ...	Robert W. Smith, ...	Broad St. Station, Philadelphia, Pa.
Assistant Treasurer, ...	J. C. Rogers, ...	Broad St. Station, Philadelphia, Pa.
Solicitor, ...	James A. Logan, ...	Broad St. Station, Philadelphia, Pa.
Comptroller, ...	R. W. Downing, ...	Broad St. Station, Philadelphia, Pa

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Junction Railroad Company (in Philadelphia).	Belmont, ...	Thirty-fifth street, ..	1.89
	North end of Market street tunnel.	Grays' Ferry, ...	1.67
Total mileage, ...	.....	.....	3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Washington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction railroad, paying to the Junction Railroad Company a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,034,829 40	Capital stock, ...	$250,000 00
Cash and current assets	27,811 79	Funded debt, ...	725,000 00
		Current liabilities, ...	9,108 89
		Profit and loss, ...	78,532 30
Grand total, ...	$1,062,641 19	Grand total, ...	$1,062,641 19

KANE AND ELK RAILROAD COMPANY.

Date of organization: September 4, 1895.

Under laws of what government or state organized: Pennsylvania laws, the act of Assembly entitled "An act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and the supplements thereto.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
T. S. James,	Kane, Pa.,	August 17, 1896.
D. M. James,	New Haven, Conn.,	August 17, 1896.
W. A. James,	Kane, Pa.,	August 17, 1896.
E. B. James,	Kane, Pa.,	August 17, 1896.
W. H. Davis,	Kane, Pa.,	August 17, 1896.
A. P. Huey,	Kane, Pa.,	August 17, 1896.

Date of last meeting of stockholders for election of directors: September 4, 1895.
Postoffice address of general office: Kane, Pa.
Postoffice address of operating office: Kane, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	H. J. James,	Kane, Pa.
Secretary and Treasurer,	T. S. James,	Kane, Pa.
General Superintendent,	H. J. James,	Kane, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kane and Elk Railroad Company,	East Kane,	La Mont,	10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$55,211 84	Capital stock,	$75,000 00
Cost of equipment,	18,380 00	Current liabilities,	4,779 80
Cash and current assets,	5,091 80		
Profit and loss,	1,076 16		
Grand total,	$79,779 80	Grand total,	$79,779 80

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

Under laws of what government or state organized: General laws of State of Pennsylvania approved April 4, 1868, and the several supplements thereto.

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company, which was organized March 17, 1890, was consolidated with Kensington and Tacony Railroad Company April 14, 1891.

Operated by the Pennsylvania Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel Rea,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
Richard D. Barclay,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
William H. Barnes,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
John P. Green,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Tuesday in March, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	Third Tuesday in March, 1897.

Date of last meeting of stockholders for election of directors: March 17, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Frederick W. Schwarz,	Philadelphia, Pa.
Treasurer,	J. S. Vanzant,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Kensington and Tacony Railroad Company.	Junction P. & T. R. R. at Tioga street, Kensington.	Junction P. & T. R. R. E. of Tacony, Pa.	The Pennsylvania Railroad Company.	Lease,	5.13
Branch,	Junction P. & T. R. R. at Erie avenue.	Frankford st., Philadelphia, Pa.			1.75
Total mileage,					6.88

Leased to the Pennsylvania Railroad Company for twenty years from May 1, 1895. Rental equal to four per cent. per annum on capital stock and all taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$355,765 88	Capital stock,	$355,900 00
Cash and current assets,	142 27	Profit and loss,	8 15
Grand total,	$355,908 15	Grand total,	$355,908 15

IMPORTANT CHANGES DURING THE YEAR.

Twenty shares of common stock issued during the year in settlement of expenditures account of construction to amount of $1,000.

Digitized by Google

KISHWAUKEE MINERAL SPRINGS RAILROAD COMPANY.

Date of organization: May 15, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Pierce,	Boston, Mass.,	January, 1897.
W. R. Page,	Olean, N. Y.,	January, 1897.
W. P. Pierce,	Olean, N. Y.,	January, 1897.
J. P. Mullen,	Bradford, Pa.,	January, 1897.
George H. Mills,	Bradford, Pa.,	January, 1897.
C. W. Wallis,	Bradford, Pa.,	January, 1897.
J. R. Dloney,	Bradford, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Bradford, Pa.
Postoffice address of operating office: Olean, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	James Pierce,	Boston, Mass.
First Vice President,	J. P. Mullen,	Bradford, Pa.
Secretary,	W. R. Page,	Olean, N. Y.
Treasurer,	W. R. Page,	Olean, N. Y.
Attorney, or General Counsel,	Mullen & Mullen,	Bradford, Pa.
Auditor,	W. P. Pierce,	Olean, N. Y.
General Manager,	J. R. Dloney,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kish-wau-kee Mineral Springs Railroad Company.	Big Shanty, Pa.,	Seamond, Pa.,	6

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$13,881 48	Capital stock,	$15,000 00
Cost of equipment,	1,544 19	Current liabilities,	454 07
Cash and current assets,	532 02	Profit and loss,	503 32
Grand total,	$15,957 39	Grand total,	$15,957 39

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Freight transportation contract with Erie Railroad Company, based on division agreed by all trunk lines to be allowed lateral lines.

KETNER, ST. MARY'S AND SHAWMUT RAILROAD COMPANY.

Date of organization: June 8, 1893.

Under laws of what government or state organized: State of Pennsylvania, under general railroad law.

If a consolidated company, name the constituent companies. Consolidated from Glen Hazel and Shawmut Railroad and Ketner, Elbon and Shawmut Railroad, both organized in State of Pennsylvania, under the general law.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
S. A. Mundy,	Bradford, Pa.,	January 8, 1897.
C. A. Weed,	Binghampton, N. Y.,	January 8, 1897.
J. H. Beardsley,	Bradford, Pa.,	January 8, 1897.
George A. Berry,	Bradford, Pa.,	January 8, 1897.
E. M. Bell,	Bradford, Pa.,	January 8, 1897.
H. F. Mundy, Jr.,	Bradford, Pa.,	January 8, 1897.
S. T. Swartz,	Bradford, Pa.,	January 8, 1897.

Date of last meeting of stockholders for election of directors: January 8, 1896.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating office: Bradford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	S. A. Mundy,	Bradford, Pa.
Secretary,	S. T. Swartz,	Bradford, Pa.
Treasurer,	C. A. Weed,	Binghampton, N. Y.
Attorney, or General Counsel,	S. T. Swartz,	Bradford, Pa.
Auditor,	E. M. Bell,	Bradford, Pa.
General Manager,	J. H. Beardsley,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ketner St. Mary's and Shawmut,	Ketner Junc., Pa.,	Wrights, Pa.,	4
Ketner St. Mary's and Shawmut,	Glen Hazel Jc., Pa.,	Water's Camp,	5
Total mileage,			9

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$49,067 89	Capital stock,	$16,000 00
Cost of equipment,	8,415 00	Current liabilities,	53,014 81
Cash and current assets,	13,734 85	Profit and loss,	2,732 40
Other assets:			
Materials and supplies,	519 50		
Grand total,	$71,747 21	Grand total,	$71,747 24

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,'" approved the 8th day of June, A. D. 1874.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
G. W. Campbell,	Kane, Pa.	C. A. Buchanan,	Kane, Pa.
John W. Campbell,	Kane, Pa.	C. D. Campbell,	Meadville, Pa.
E. W. Campbell,	North Kane, Pa.	W. W. Brown,	Bradford, Pa.
F. W. Reese,	Kane, Pa.		

Postoffice address of general office: North Kane, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	G. W. Campbell,	Kane, Pa.
Vice President,	W. W. Brown,	Bradford, Pa.
Secretary,	John W. Campbell,	Kane, Pa.
Attorney, or General Counsel,	W. W. Brown,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kinzua Creek and Kane Railroad Co.,	Kane, Pa.,	Near Root Run	14

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$56,295 78	Capital stock,	$65,600 00
Cost of equipment,	22,392 47	Funded debt,	15,000 00
Cash and current assets,	2,024 23		
Profit and loss,	11 92		
Grand total,	$80,600 00	Grand total,	$80,600 00

KINZUA AND HEMLOCK RAILROAD COMPANY.

Date of organization: June 12, 1890.

Under laws of what government or state organized: General act approved April 4, 1868, and supplements thereto.

Operated by Mt. Jewett, Kinzua and Ritersville Railroad.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Evan O'N. Kane,	Kane, Pa.,	January 18, 1897.
J. D. Brooder,	Kane, Pa.,	January 18, 1897.
Joshua Davis,	Kane, Pa.,	January 18, 1897.
Thomas L. Kane,	Kane, Pa.,	January 18, 1897.
J. D. Magowan,	Kane, Pa.,	January 18, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Kushequa, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas L. Kane,	Kane, Pa.
Secretary,	Elisha K. Kane,	Kushequa, Pa.
Treasurer,	Z. E. Kane,	Kushequa, Pa.
Auditor,	A. B. Coly,	Kushequa, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kinzua, Hemlock Railroad.	Camp Haley,	Westline,	Mt. Jewett, Kinzua and Ritersville Railroad Company.	Lease,	12.93

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road	$145,570 07	Capital stock	$112 100 00
		Current liabilities	21,703 64
		Profit and loss	11,766 43
Grand total	$145,570 07	Grand total	$145,570 07

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
S. G. Decoursey	Philadelphia	January 11, 1897.
Nicholas Thouron	Philadelphia	January 11, 1897.
Spencer S. Bullis	Olean, N. Y.	January 11, 1 9:.
Franklin S. Buell	Buffalo, N. Y.	January 11, 1897.
Frank Rumsey	Buffalo, N. Y.	January 11, 1957
Robert Bell	Buffalo, N. Y.	January 11, 1 97
A. J. Thompson	Titusville, Pa.	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: Mooney and Brisbane Building, Buffalo, N. Y.

Postoffice address of operating office: Mooney and Brisbane Building, Buffalo, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President	Samuel G. DeCoursey	Philadelphia, Pa.
Vice President	Nicholas Thouron	Philadelphia, Pa.
Secretary, Treasurer	Franklin S. Buell	Buffalo, N. Y.
Gen'l Solicitor, Attorney or Counsel	Frank Ramsey	Buffalo, N. Y.
Auditor	John F. Reynolds	Buffalo, N. Y.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named
Kinzua Valley Railroad Company	Morrisons, Pa.	West Line, Pa.	10

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment	$113,450 21	Capital stock	$105,000 00
Cash and current assets	645 47	Current liabilities	15,806 80
Other assets:			
Materials and supplies	3,429 09		
Profit and loss	3,282 03		
Grand total	$120,806 80	Grand total	$120,806 80

CONTRACTS, AGREEMENTS, ETC.

United States Postoffice Department: Route No. 110,270.

KISHACOQUILLAS VALLEY RAILROAD COMPANY.

Date of organization: June 14, 1892.

Under laws of what government or state organized: Under the act approved the 4th of April, 1868, and the several supplements thereto.

If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William B. McClay	Bellville, Pa.	June 9, 1897
H. S. Wilson	Bellville, Pa.	June 9, 1897
Dr. J. P. Getter	Bellville, Pa.	June 9, 1897
J. W. Hayes	Bellville, Pa.	June 9, 1897
John M. Fleming	Bellville, Pa.	June 9, 1897
J. K. Detwiller	Bellville, Pa.	June 9, 1897
Solomon Hartzler	Bellville, Pa.	June 9, 1897
M. J. Campbell	Bellville, Pa.	June 9, 1897
J. H. Peachey	Bellville, Pa.	June 9, 1897

Date of last meeting of stockholders for election of directors: June 9, 1896.

Postoffice address of general office: Bellville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President	H. S. Wilson	Bellville, Pa.
First Vice President	J. W. Hayes	Bellville, Pa.
Secretary	William B. McClay	Bellville, Pa.
Treasurer	Mrs. Clare W. Getter	Bellville, Pa.
Attorney, or General Counsel	John A. McKee	Lewistown, Pa.
Auditor	J. H. Peachey	Bellville, Pa.
General Manager	Dr. J. P. Getter	Bellville, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Kishacoquillas Valley Railroad Company.	Belleville,	Reedsville, Pa	9.20
Pennsylvania Railroad used under trackage contract.			.30
Total mileage			9.50

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

This company pays a monthly rental of fifty dollars to the Pennsylvania Railroad Company for use of their track at Reedsville, Pa., used for terminal facilities.

The track thus used is about three-tenths of a mile, and is used for yard purposes only, and is not taken into account in making out this report.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road.	$73,710 86	Capital stock,	$70,175 00
Cost of equipment.	5,453 00	Funded debt, bonds.	3,000 00
Cash and current assets.	982 17	Profit and loss.	8,059 00
Other assets: Materials and supplies.	1,087 97		
Grand total.	$81,234 00	Grand total.	$81,234 00

CONTRACTS, AGREEMENTS, ETC.

1. This company has a contract with the Adams Express Company for the transportation of express matter over its line, for which this company receives forty per cent. of the express receipts over its road.

2. This company has a contract with the United States Government for the transportation of mail over this road, and for which the road receives a yearly compensation of $300.00.

3. This company has an agreement with the Pennsylvania Railroad Company for the use of terminal facilities at Reedsville, Pa., belonging to said Pennsylvania Railroad Company, for which this company pays a monthly rental of fifty dollars ($50.00) per month cash payment.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.

Under laws of what government or state organized: General railroad law of Pennsylvania, approved April 4, 1868.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. D. Lusk,	Montrose, Pa.,	Next election.
W. H. Jessup,	Montrose, Pa.,	Next election.
W. R. Storrs,	Scranton, Pa.,	Next election.
W. H. Storrs,	Scranton, Pa.,	Next election.
Garret Rogers,	Scranton, Pa.,	Next election.
J. N. Fowler,	Scranton, Pa.,	Next election.
George M. Hallstead,	Scranton, Pa.,	Next election.
W. G. Parke,	Montrose, Pa.,	Next election.
H. L. Beach,	Montrose, Pa.,	Next election.
M. I. Corbett,	Scranton, Pa.,	Next election.
James Archbald,	Scranton, Pa.,	Next election.
D. Sayre,	Scranton, Pa.,	Next election.

Date of last meeting of stockholders for election of directors: January 5, 1893.
Postoffice address of general office: 26 Exchange Place, New York city.
Postoffice address of operating office: Scranton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	William F. Hallstead,	Scranton, Pa.
Secretary and Auditor,	Fred. F. Chambers,	New York city.
Treasurer,	Frederick H. Gibbons,	New York city.
General Manager,	William F. Hallstead,	Scranton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line of each road named.
	From—	To—	
Lackawanna and Montrose Railroad Company.	Junction with D. L. & W. R. R. Co. at Alford, Pa.	Montrose, Pa.,	10.48

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$141,883 83	Capital stock,	$130,500 00
		Current liabilities,	3,846 14
		Scrip stock representing instalments paid on subscriptions to capital stock,	360 00
		Profit and loss,	7,177 69
Grand total,	$141,883 83	Grand total,	$141,883 83

Digitized by Google

LANCASTER, OXFORD AND SOUTHERN RAILROAD COMPANY.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Walter M. Franklin	Lancaster, Pa.,	May 1, 1897.
J. W. B. Bausman,	Lancaster, Pa.,	May 1, 1897.
Jacob Long,	Lancaster, Pa.,	May 1, 1897.
J. E. Ramsey,	Oxford, Pa.,	May 1, 1897.
J. M. Showalter,	Oxford, Pa.,	May 1, 1897.
A. M. Nevin,	Oxford, Pa.,	May 1, 1897.
Robert B. Patterson,	Spruce Grove, Pa.,	May 1, 1897.

Date of last meeting of stockholders for election of directors: May 2, 1896.
Postoffice address of general office: Oxford, Pa.
Postoffice address of operating office: Oxford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Walter M. Franklin	Lancaster, Pa.
President,	Walter M. Franklin,	Lancaster, Pa.
Secretary and Treasurer,	J. W. B. Bausman,	Lancaster, Pa.
Attorney, or General Counsel,	Samuel D. Ramsey,	West Chester, Pa.
Auditor,	Jacob B. Long,	Lancaster, Pa.
Gen'l Manager and Chief Engineer,	A. M. Nevin,	Oxford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lancaster, Oxford and Southern Railroad Company.	Susquehanna,	Oxford,	20

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$119,685 59	Capital stock,	$119,685 59
Cash and current assets,	831 09	Current liabilities,	3,663 77
Profit and loss,	2,832 68		
Grand total,	$123,349 36	Grand total,	$123,349 36

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Adams Express.
Mail route from Oxford to Peters' Creek.

LANCASTER AND READING NARROW GAUGE RAILROAD COMPANY.

Date of organization: September 25, 1894.
Under laws of what government or state organized: Acts of April 8, 1861, February 19, 1867, May 25, 1875; May 31, 1887.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles H. Locker,	Lancaster, Pa.,	May 4, 1897.
Samuel E. Bailey,	Lancaster, Pa.,	May 4, 1897.
Samuel L. Carpenter,	West Earl, Pa.,	May 4, 1897.
John Hertzler,	Lancaster, Pa.,	May 4, 1897.
Robert E. Locker,	Lancaster, Pa.,	May 4, 1897.
H. Z. Rhoads,	Lancaster, Pa.,	May 4, 1897.
John B. Roth,	Lancaster, Pa.,	May 4, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Lancaster, Pa.
Postoffice address of operating office: Lancaster, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles H. Locker,	Lancaster, Pa.
Secretary,	David McMullin,	Lancaster, Pa.
Treasurer,	P. E. Slaymaker,	Lancaster, Pa.
Attorney, or General Counsel,	David McMullin,	Lancaster, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lancaster and Reading Narrow Gauge Railroad Company.	Lancaster, Pa.,	Quarryville, Pa.,	16

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$300,000 00	Capital stock,	$350,000 00
Cost of equipment,	50,000 00	Current liabilities,	16,664 89
Cash and current assets,	16,664 89	Profit and loss,	32,655 42
Profit and loss,	32,655 42		
Grand total,	$399,320 31	Grand total,	$399,320 31

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: We receive ten cents per 100 pounds on through business and fifteen cents per 100 pounds on local business.

We receive from the Philadelphia and Reading Railroad Company one-fifteenth of what said company receive for carrying the mail between Lancaster Junction and Quarryville.

LANGHORNE AND BRISTOL RAILROAD COMPANY.

Date of organization: August 1, 1892.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
D. Jones,	Philadelphia, Pa.,	First Monday in May, 1897.
Rowell Weston,	Philadelphia, Pa.,	First Monday in May, 1897.
W. B. Scott,	Philadelphia, Pa.,	First Monday in May, 1897.
W. G. Brown,	Philadelphia, Pa.,	First Monday in May, 1897.
C. J. McDougall,	Philadelphia, Pa.,	First Monday in May, 1897.
James M. Landis,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Langhorne and Bristol.	Langhorne, ...	Bristol, ...	Road under construction.	Approximately.	6

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$342 87	Capital stock, ...	$3,000 00
Cash and current assets, ...	2,841 15	Current liabilities, ...	184 02
Grand total, ...	$3,184 02	Grand total, ...	$3,184 02

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

If a consolidated company, name the constituent companies: The company is a consolidation of the following roads: Buffalo and State Line Railroad Company and Erie and Northeast Railroad Company were consolidated in 1867 as the Buffalo and Erie Railroad Company.

In March, 1869, the Cleveland, Painsville and Ashtabula Railroad and Cleveland and Toledo Railroad were consolidated as the Lake Shore Railroad Company.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of Lake Shore and Michigan Southern Railroad Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. K. Vanderbilt, ...	New York, N. Y., ...	May, 1897.
S. F. Barger, ...	New York, N. Y., ...	May, 1897.
H. McK. Twombly, ...	New York, N. Y., ...	May, 1897.
C. M. Reed, ...	Erie, Pa., ...	May, 1897.
F. W. Vanderbilt, ...	New York, N. Y., ...	May, 1898.
D. W. Caldwell, ...	Cleveland, O., ...	May, 1898.
E. D. Worcester, ...	New York, N. Y., ...	May, 1898.
C. M. Depew, ...	New York, N. Y., ...	May, 1898.
John DeKoven, ...	Chicago, Ill., ...	May, 1898.
C. Vanderbilt, ...	New York, N. Y., ...	May, 1899.
D. O. Mills, ...	New York, N. Y., ...	May, 1899.
James H. Reed, ...	Pittsburgh, Pa., ...	May, 1899.
J. M. Schoonmaker, ...	Pittsburgh, Pa., ...	May, 1899.

Date of last meeting of stockholders for election of directors: May 6, 1896

Postoffice address of general office: Cleveland, O.

Postoffice address of operating office: Cleveland, O.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	W. K. Vanderbilt,	New York, N. Y.
President,	D. W. Caldwell,	Cleveland, O.
Vice President,	E. D. Worcester,	New York, N. Y.
Secretary,	E. D. Worcester,	New York, N. Y.
Treasurer,	E. D. Worcester,	New York, N. Y.
Local Treasurer,	N. Bartlett,	Cleveland, O.
General Counsel,	George C. Greene,	Cleveland, O.
Auditor,	R. H. Hill,	Cleveland, O.
General Manager,	W. H. Canniff,	Cleveland, O.
Chief Engineer,	E. A. Handy,	Cleveland, O.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line (for each road named).
	From—	To—	
Main Line.			
	Buffalo, N. Y.,	Erie, Pa.,	88.09
	Erie, Pa.,	Cleveland, O.,	95.50
	Cleveland, O.,	West End Toledo Bridge, via, Norwalk.	111.77
	West End Toledo Bridge,	Toledo, O.,	1.10
	Toledo, O.,	Chicago, via Adrian.	244.12
			540.18
Branches of the Lake Shore and Michigan Southern Railway.			
	Elyria Junction,	Millbury Junc. via Sandusky.	72.95
	Sandusky Pier, from Junction.	Old Depot,	3.72
	Air Line Junction,	Elkhart,	150.83
	Lenawee Junction,	Jackson,	41.98
	Lenawee Junction,	Monroe,	29.27
	Ashtabula,	Ashtabula Harbor,	2.33
	Ashtabula,	Jamestown,	35.98
	Junction with D. A. V. and Pittsburgh Railroad at Dunkirk		1.50
			338.06
Proprietary Roads (owned wholly by this Company).			
Detroit, Monroe and Toledo Railroad,	Air Line Junction,	Detroit,	42.46
Kalamazoo and White Pigeon Railroad,	White Pigeon,	Kalamazoo,	36.57
Northern Central Michigan Railroad,	Jonesville,	North Lansing,	61.14
Detroit and Chicago Railroad,	Detroit River Junc.,	Fayette,	62.31
Sturgis, Goshen and St. Louis Railroad	Goshen,	Finley,	35.81
			238.19
Roads Operated under Lease.			
Kalamazoo, Allegan and Grand Rapids Railroad.	Kalamazoo,	Grand Rapids,	58.42
Jamestown and Franklin Railroad,	Jamestown,	Oil City,	70.81
Mahoning Coal Railroad,	Andover,	Youngstown,	58.31
	Branch,	No. 9 Coal Bank,	2.95
	Branch,	Keel Ridge Coal Bank,	0.71
	Sharon Branch,		8.31
Detroit, Hillsdale and Southwestern Railroad.			67.20
Fort Wayne and Jackson Railroad,			97.89
			322.76
Total mileage,			1,439.39

10-9-96

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$66,700,000 00	Capital stock,	$50,000,000 00
Cost of equipment,	17,300,000 00	Funded debt,	44,516,000 00
Stocks owned,	13,414,912 21	Current liabilities,	3,243,368 95
Bonds owned,	740,280 00	Profit and loss,	11,643,467 28
Other permanent investments,	6,372,714 07		
Cash and current assets,	3,785,077 86		
Other assets:			
Materials and supplies,	1,689,752 09		
Grand total,	$109,402,836 23	Grand total,	$109,402,836 23

CONTRACTS, AGREEMENTS, ETC.

1. American Express Company: Buffalo to Cleveland, pays from fifteen cents to fifty cents per 100 pounds on express freight.

United States Express Company: Buffalo to Chicago, pays from twenty cents to eighty-five cents per 100 pounds on express freight.

2. United States Government pays for mail service as follows, viz: On main line, branches and leased lines, including R. P. O. cars, per annum, $1,338,147.50.

3. Sleeping and parlor cars owned and operated by Wagner Palace Car Company, which charges $2.00 for double berth and $4.00 for section, and from 25 cents to $1.50 for seats in drawing-room cars.

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Date of organization: April 2, 1896.

Under laws of what government or state organized: New Jersey, "An act concerning corporations," approved April 7, 1875, and by the acts amendatory thereof and supplemental thereto. Pennsylvania, under the act of Assembly of Pennsylvania, approved April 8, 1861, supplement approved May 25, 1878, as amended May 31, 1887.

Reorganized: Pennsylvania, Poughkeepsie and Boston Railroad Company, New Jersey, under general railroad incorporation acts. Pennsylvania, under act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by Lehigh Valley Railroad Company and New York, Susquehanna and Western Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William J. Turner,	Philadelphia, Pa.,	May 4, 1897.
William B. Scott,	Philadelphia, Pa.,	May 4, 1897.
Joseph F. Sinnott,	Philadelphia, Pa.,	May 4, 1897.
W. W. Kurtz,	Philadelphia, Pa.,	May 4, 1897.
John W. Moffley,	Philadelphia, Pa.,	May 4, 1897.
Simon Pfaelzer,	Philadelphia, Pa.,	May 4, 1897.
Conrad Miller,	Blairstown, N. J.	May 4, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: 927 Chestnut street, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	William J. Turner,	927 Chestnut st., Philadelphia.
Vice President,	William B. Scott,	927 Chestnut st., Philadelphia.
Secretary and Treasurer,	J. R. Sager,	927 Chestnut st., Philadelphia.
General Solicitor,	William J. Turner,	927 Chestnut st., Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line.
Lehigh and New England Railroad Company	Slatington, Pa.,	Hainesburg Jc., N. J.	Lehigh Valley R. R. Co.,	34.42
	Howerton branch.	Howerton,	Lehigh Valley R. R. Co.,	80
	Swartzwood, N. J.	Liberty Corner,	New York, Susquehanna and Western R. R. Co.	21.20
Total mileage,				56.42

The railroad from Slatington to Hainesburg Junction, 34.42 miles, has been leased to the Lehigh Valley Railroad Company, at a rental of 42½ per cent. of gross receipts. Also, Howers branch, eighty one-hundredths miles.

From Swartzwood Junction to Pine Island, N. Y., 25 miles, including 3 and eighty one-hundredths miles, Campbell Hall Connecting Railroad Company, is leased to the New York, Susquehanna and Western Railroad Company, at a rental of 50 per cent. of net receipts.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,859,691 85	Capital stock,	$1,700,000 00
Cost of equipment,	8,000 00	Funded debt,	403 000 00
Stocks owned,	1 00	Current liabilities,	30,000 00
Bonds owned,	28,000 00		
Cash and current assets,	2,856 62		
Profit and loss,	4,510 83		
Grand total,	$1,933,000 00	Grand total,	$1,933,000 00

IMPORTANT CHANGES DURING THE YEAR.

Road being built during the year from Benders' Junction to Pen Argyle, seven and ninety-six one-hundredths miles, not finished.

Digitized by Google

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

PROPERTY OPERATED.

Name	Terminals		Miles of line for each road named
	From—	To—	
Lehigh and Lackawanna Railroad ..	Bethlehem, Pa., ...	Wind Gap, Pa., ...	25.49
Wind Gap and Delaware Railroad, ...	Bangor, Pa., ...	Lake Poponoming, Pa.	9.35
Lehigh and New England Railroad, ...	Bangor Junction, ...	Bender Junction, Pa.,	2.08
Total mileage, ...	.....	.....	37.12

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

Date of organization: May 1, 1861.

Under laws of what government or state organized: State of Pennsylvania, under special act of May 1, 1861, and supplements thereto, March 10, 1862; April 8, 1864, and April 18, 1865.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

Names	Postoffice Address.	Date of Expiration of Term.
E. W. Clark, ...	Philadelphia, ...	Second Monday in January.
Edward Lewis, ...	Philadelphia, ...	Second Monday in January.
Thomas McKean, ...	Philadelphia, ...	Second Monday in January.
S. Shepherd, ...	Philadelphia, ...	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 143 Liberty street, New York.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	L. A. Riley, ...	Philadelphia.
Secretary and Treasurer, ...	S. Shephe d, ...	Philadelphia.
Auditor, ...	C. F. Howell, ...	Philadelphia.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line
Lehigh and Lackawanna Railroad.	Bethlehem, Pa.,	Wind Gap, Pa.,	Central R. R. Co. of New Jersey.	Lease, ...	25.40

The Lehigh and Lackawanna Railroad is leased to the Lehigh Coal and Navigation Company for the term of ninety-nine years, from January 23, 1867. It was operated for the lessees by the Central Railroad Company of New Jersey from January, 1892, to January, 1893, for one-third of the gross receipts. It has been operated by that company since January, 1892, for twenty-one per cent. of gross receipts, with a minimum of $1,500 per month.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$970,500 00	Capital stock, ...	$370,500 00
		Funded debt, ...	600,000 00
Grand total, ...	$970,500 00	Grand total, ...	$970,500 00

LEHIGH AND SUSQUEHANNA RAILROAD.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Wilkes-Barre and Scranton Railway.	Minooka Junc., Pa....	Scranton, Pa., ...	4.85
Lehigh and Susquehanna Railroad, ..	Phillipsburg, N. J., ..	Union Junction, Pa.,	105.33
Lehigh and Susquehanna Branch, ...	Bethlehem, Pa.	S. Bethlehem, Pa., ..	.26
Lehigh and Susquehanna Branch, ...	Main Line, Pa., ...	Quarries, Pa.	.50
Lehigh and Susquehanna Branch, ...	Northampton, Pa. ..	Hokendauqua, Pa., .	.82
Lehigh and Susquehanna Branch, ...	Northampton, Pa., ..	Standard Cement Works,	1.24
Lehigh and Susquehanna Branch, ...	Main Line, Pa., ...	Allen Cement Works,	.94
Lehigh and Susquehanna Branch, ...	Drifton Junction, ...	Drifton, Pa., ...	10.54
Lehigh and Susquehanna Branch, ...	Upper Lehigh Junc.,	Upper Lehigh, Pa.,	10.10
Lehigh and Susquehanna Branch, ...	Pond Creek Junction,	Sandy Run, Pa., ...	2.58
Lehigh and Susquehanna Branch, ...	Pond Creek Junction	Zehner, Pa., ...	.45
Lehigh and Susquehanna Branch, ...	Ashley, Pa., ...	Collieries, Pa., ...	17.12
Lehigh and Susquehanna Branch, ...	Lee Mine, Pa.	Nanticoke, Pa. ...	1.95
Lehigh and Susquehanna Branch, ...	Miners' Mills, Pa. ..	Empire Breaker, Pa.	3.96
Lehigh and Susquehanna Branch, ...	Union Junction, Pa.,	Everhardt, Pa.	3.67
Lehigh and Susquehanna Branch, .	Solomon's Gap, Pa.,	Ashley, Pa.	3.12
Lehigh and Susquehanna Branch, .	Franklin Junc., Pa.,	Buttonwood, Pa., ...	2.25
Nesquehoning Valley Railroad, ...	Nesq'honing Jct., Pa.,	Tamanend, Pa., ...	16.66
Tresckow Railroad, ...	Silver Brook, Pa. ..	Audenreid, Pa.	7.66
Allentown Terminal Railroad & Spurs.	Main Line L.&S.R.R.	Main Line L.&S.R.R.	3.27
Delaware and Hudson Canal Co's R.R.,	Union Junction, Pa.,	Minooka Junc., Pa.,	9.68
Lehigh Coal and Navigation Company,	Hauto, Pa., ...	Greenwood Jct., Pa.,	5.36
Philadelphia and Reading Railroad ..	Greenwood Jct., Pa.,	Tamaqua, Pa.	1.17
Philadelphia and Reading Railroad. ..	Pottsville Brch Jct..	Kaska William Colliery, Pa.	9.47
Philadelphia and Reading Railroad ..	Tamaqua, Pa.	Silver Brook, Pa., ..	5.20
Pennsylvania Railroad, ...	Nanticoke, Pa., ...	Mocanaqua, Pa., ...	9.72
Beaver Meadow, Tresckow and New Boston Railroad.	Tresckow Brch Jct.	Coleraine Coll's. Pa.,	2.17
Total mileage, ...	.....	.....	239.38

Digitized by Google

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operates it and pay as rental therefor one-third of the gross receipts, the ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts or which has issued as such capital stock or incurred any bonded indebtedness.

Operated by Central Railroad Company of New Jersey.

Postoffice address of operating office: 143 Liberty street, New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lehigh and Susquehanna Railroad.	Phillipsburg, N. J.	Union Jc., Pa.	Central R. R. Co. of N. J.	Lease.	105.33
Branches					58.89
Total mileage					164.22

The Lehigh and Susquehanna Railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The term of the lease is for 999 years from March 31, 1871.

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 26, 1847. Incorporated by act April 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. Name changed by act of January 7, 1853.

Under laws of what government or state organized: April 21, 1846; March 20, 1849; April 9, 1849; April 10, 1852; January 7, 1853; May 8, 1854; April 18, 1855; March 8, 1856; April 15, 1857; May 17, 1857; May 21, 1864; March 21, 1865; April 13, 1866; April 2, 1872.

If a consolidated company, name the constituent companies: Beaver Meadow Railroad Company; Penn Haven and White Haven Railroad Company; Lehigh and Mahanoy Railroad Company; Hazleton Railroad Company, Lehigh, Luzerne Railroad Company (formerly "Jeddo and Carbon Railroad Company and Lehigh and Luzerne Railroad Company.")

Date and authority for each consolidation: Lehigh and Mahanoy Railroad, June 30, 1866, Laws April 3, 1864. Beaver Meadow Railroad Company, July 8, 1864. Laws State of Pennsylvania April 7, 1830; April 14, 1838; April 4, 1821; January 29, 1833; April 15, 1835; December 22, 1836; March 8, 1839; March 25, 1844; February 18, 1848; March 20, 1849; March 4, 1850; April 2, 1851; March 15, 1853; March 29, 1854; April 15, 1857.

Penn Haven and White Haven Railroad, August 5, 1864. Laws May 5, 1857; April 11, 1859; April 2, 1860; February 16, 1863; April 3, 1866.

Hazleton Coal Company, May 25, 1868. Laws March 18, 1826; March 8, 1829; July 27, 1842; July 30, 1842; April 4, 1842; April 5, 1849; March 18, 1851; March 29, 1853; January 12, 1856; April 4, 1856; February 14, 1857; March 8, 1862; March 19, 1863; March 9, 1865; March 21, 1865; March 23, 1867.

Lehigh and Luzerne Railroad Company, June 16, 1868. Laws March 23, 1854, March 16, 1855, February 12, 1856; April 8, 1857; April 16, 1858.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Hartshorne,	Philadelphia, Pa.,	January, 1897.
William Tonyham	Wilkes-Barre, Pa.,	January, 1897.
William A. Ingham,	Philadelphia, Pa.,	January, 1897.
Robert Sayre,	South Bethlehem, Pa.,	January, 1897.
James Blakslee,	Mauch Chunk, Pa.,	January, 1897.
John B. Garrett,	Philadelphia, Pa.,	January, 1897.
Charles O. Skeer,	Mauch Chunk, Pa.,	January, 1897.
Beauveau Borie,	Philadelphia, Pa.,	January, 1897.
Joseph Wharton,	Philadelphia, Pa.,	January, 1897.
Thomas McKean,	Philadelphia, Pa.,	January, 1897.
George H. Myers,	Bethlehem, Pa.,	January, 1897.
Eugene Delano,	New York, N. Y.,	January, 1897.

Total number of stockholders at date of last election: 8,481.

Date of last meeting of stockholders for election of directors: January 21, 1895.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 228 South Third street, Philadelphia, Pa.

Give name and address of officer to whom correspondence regarding this report should be addressed.

Name, Isaac McQuilkin; title, comptroller; address, 228 South Third street, Philadelphia, Pa.

Give name and address of officer to whom blanks shall be sent upon which to make report for next year:

Name, Isaac McQuilkin; title, comptroller; address, 228 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia, Pa.
Secretary,	John R. Fanshawe,	Philadelphia, Pa.
Treasurer,	William C. Alderson,	Philadelphia, Pa.
General Solicitor,	Henry S. Drinker,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.
Chief Engineer,	Charles E. Webster,	South Bethlehem, Pa.
General Superintendent,	Rollin H. Wilbur,	South Bethlehem, Pa.
Division Superintendent,	James Donnelly,	Easton, Pa.
Division Superintendent,	James I. Blakslee,	Mauch Chunk, Pa.
Division Superintendent,	Alonzo P. Blakslee,	Delano, Pa.
Division Superintendent,	Alexander Mitchell,	Wilkes-Barre, Pa.
Division Superintendent,	Oscar O. Esser,	Sayre, Pa.
Division Superintendent,	Lucius H. Van Allen,	Buffalo, N. Y.
Division Superintendent,	Henry D. Titus,	Auburn, N. Y.
Superintendent of Telegraph,	Jacob W. Lattig,	South Bethlehem, Pa.
General Traffic Manager,	Henry H. Kingston,	Philadelphia, Pa.
General Freight Agent,	John H. Heckman,	South Bethlehem, Pa.
General Passenger Agent,	Charles S. Lee,	Philadelphia, Pa.
Assistant General Passenger Agent	Alfred H. Nonnemacher,	South Bethlehem, Pa.
General Baggage Agent,	William H. Gummere,	South Bethlehem, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
1 A.			
Lehigh Valley Railroad,	Phillipsburg,	Mauch Chunk,	45.23
	Mauch Chunk,	Wilkes-Barre,	53.59
	Fair View,	West Avoca,	17.15
	Penn Haven Junc.,	Audenreid,	16.13
	Hazle Creek Junc.,	Cranberry Junction,	8.83
	Lumber Yard,	Sandy Run Junction,	7.56
	Pink Ash Junction,	Harleigh Junction,	7.76
	Black Creek Junc.,	Mt. Carmel,	38.53
	Park Place,	Barry Junction,	5.32
	Kohinoor Junction,	Ashland,	7.15
	New Boston Junc.,	Tomhickon,	25.41
B.			
Lehigh Valley Railroad.			
Lehigh division,	Various,	Various,	13.02
Wyoming division,	Various,	Various,	13.82
Beaver Meadow division,	Colliery branch,	Various,	4.50
Hazleton division,	Various,	Various,	17.88
Highland branch,	Various,	Various,	8.30
Ebervale branch,	Colliery branch,	Various,	6.31
Mahanoy division,	Colliery branch,	Various,	15.99
Ashland branch,	Colliery branch,	Various,	1.68
New Boston branch,	Colliery branch,	Various,	6.65
2.			
Rochester Southern Railroad Company.	Rochester, N. Y.,	Hemlock Lake, N.Y.	20.16
The Lehigh Valley Railway Company,	State Line,	Buffalo, N. Y.,	282.68
Waverly and State Line R. R. Co.,	Waverly, N. Y.,	State Line,	.41
Pennsylvania and New York Canal and Railroad Company.	Wilkes-Barre, Pa.,	N. Y. State Line,	138.70
Wilkes-Barre and Harvey's Lake Railroad Company.	Luzerne, Pa.,	Shawanese Lake, Pa.	15.18
Loyalsock Railroad Company,	Shawanese Lake, Pa.,	Bernice, Pa.,	42.40
Schuylkill and Lehigh Valley Railroad	Lizard Creek Junction, Pa.	Blackwood, Pa.,	42.26
Lehigh Valley Terminal Railway Co.,	Edgewater Junction, N. J.	Jersey City, N. J.,	28.19
Easton and Amboy Railroad,	Perth Amboy, N. J.,	Phillipsburg, N. J.,	69.07
Pittstown Branch Railway Company,	Lansdown, N. J.,	Pittstown, N. J.,	1.02
Perth Amboy and Raritan Railway Co.,	Raritan Junc., N. J.,	End of Line, N. J.,	6.16
Middlesex Railway Company,	E. & A. R. R., Perth Amboy, N. J.	N. side of Washington street, Perth Amboy, N. J.	.31
Elmira, Cortland and Northern Railroad.	Elmira, N. Y.,	Canastota, N. Y.,	118.49
Canastota Northern Railroad,	Canastota, N. Y.,	Camden, N. Y.,	20.65
Middlesex Valley Railroad Company,	Geneva, N. Y.,	Naples, N. Y.,	29.42
3.			
State Line and Sullivan Railroad,	Monroeton, Pa.,	Bernice, N. Y.,	24.06
Lehigh and New York Railroad,	State Line,	N. Fair Haven, N. Y.	115.26
4.			
Lehigh and New England Railroad,	Slatington, Pa.,	Hainsburg Junction,	27.38
Willards Branch,	Hayts Corners, N.Y.,	Willard, N. Y.,	3.81
5.			
Central Railroad of New Jersey,	Sandy Run Junction,	Crellin Junction,	5.91
Pennsylvania Railroad,	Spring Garden Junc.,	Pottsville,	4.29
Pennsylvania Railroad,	West Newark Junc.,	Jersey City,	9.40
Northern Central Railroad,	Mt. Carmel,	Shamokin,	8.30
New York Central and Hudson River Railroad Company.	Batavia,	Suspension Bridge,	51.32
Barclay Railroad Company,	Towanda,	Monroeton,	4.00
Philadelphia and Erie Railroad,	Pottsville,	New Boston Junc.,	10.90
National Dock,	Constable Junction,	Edgewater Junction,	2.91
Total mileage,			1,416.72

Digitized by Google

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title. (Owned, leased, etc.)	State or Territory.
Lehigh Valley Transportation Company,	Lake Navigation,	Stock ownership,	The Lakes.
Morris Canal and Banking Company,	Canal Navigation,	Lease,	New Jersey.

Digitized by Google

CAPITAL STOCK.

Description	Number of shares issued	Par value of shares	Total par value authorized	Total amount issued and outstanding	Dividends Declared During Year.	
					Rate.	Amount.
Capital stock:						
Common,	806,696	$50 00	Unlimited	$40,334,800 00	None.	None.
Preferred,	2,126	50 00	$106,300 00	106,300 00	None.	None.
Total,	808,822			$40,441,100 00		

Manner of Payment for Capital Stock.	Number of shares issued during the year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash:				
Common,			806,696	$40,334,800 00
Preferred,			2,126	106,300 00
Total			808,822	$40,414,100 00

Digitized by Google

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Interest.			
	Date of Issue.	When Due.				Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
First mortgage,	May 15, 1868,	June 1, 1898,	$5,000,000 00	$5,000,000 00	$5,000,000 00	6	June 1, Dec. 1,	$300,000 00	$300,000 00
Second mortgage,	June 29, 1870,	Sept. 1, 1910,	6,000,000 00	6,000,000 00	6,000,000 00	7	Mar. 1, Sept. 1,	420,000 00	420,000 00
Consolidated mortgage,	Nov. 13, 1873,	Dec. 1, 1923,	40,000,000 00	27,200,000 00	15,810,000 00	6	June 1,	950,490 00	950,490 00
					7,300,000 00	4½	Dec. 1,	328,500 00	328,500 00
Total mortgage bonds,			$51,000,000 00	$38,200,000 00	$34,110,000 00			$1,998,990 00	$1,998,990 00
Grand Total,			$51,000,000 00	$38,200,000 00	$34,110,000 00			$1,998,990 00	$1,998,990 00

EXPLANATORY REMARKS.

Consolidated mortgage bonds are due as stated December 1st, 1923, except annuity bonds, which are perpetual.

Of consolidated mortgage, $12,000,000 is retained to retire prior liens at maturity.

Digitized by Google

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation.	Date of issue.	Term.	Number of payments.	Equipment Covered
Car Trust bonds.	Nov. 4, 1895.	10 years.	20	2,000 box cars.

B. Statement of Amount.

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.	
		Original Amount.	Amount Outstanding.
Car Trust bonds.	$1,000,000 00	$1,000,000 00	$1,000,000 00

Digitized by Google

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	Interest.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds,	$38,200,000 00	$34,110,000 00	$1,998,990 00	$1,996,990 00
Equipment trust obligations	1,000,000 00	1,000,000 00		
Total,	$39,200,000 00	$35,110,000 00	$1,998,990 00	$1,998,990 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash,	$1,100,877 06	Loans and bills payable,	$1,994,073 81
Bills receivable,	465,696 05	Audited vouchers and accounts,	1,343,398 63
Due from agents,	751,207 95	Wages and salaries,	699,725 79
Net traffic balances due from other companies, balance,	795,280 36	Dividends not called for,	3,450 52
Due from Solvent Companies and Individuals, balance,	1,545,239 33	Matured interest coupons unpaid (including coupons due July 1),	59,591 00
Other cash assets (excluding "material and supplies." *),	1,036,724 35	Rents due July 1,	346,500 00
		Miscellaneous,	210,224 35
Total cash and current assets,	$5,695,025 10	Total, current liabilities,	$4,686,844 10
		Balance, cash assets,	1,008,181 00
Total,	$5,695,025 10	Total,	$5,695,025 10

*Materials and supplies on hand, $1,549,361.67.

Digitized by Google

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

Account.	Total amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Line.	
			Miles.	Amount.
Capital stock,	$40,441,100 00	$40,441,100 00	321.33	$125,855
Bonds,	34,110,000 00	34,110,000 00	321.33	106,153
Equipment Trust obligations,	1,000,000 00	1,000,000 00	321.33	3,112
Current liabilities	4,686,844 10	4,686,844 10	321.33	14,586
Total,	$80,237,944 10	$80,237,944 10	321.33	$249,706

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account.

Name of Road.	Capital stock.	Funded Debt.	Current Liabilities.	Total.	Amount per Mile of Line.	
					Miles.	Amount.
Lehigh Valley Terminal Railway Company,	$10,000,000 00	$10,000,000 00	$21,000 00	$20,021,000 00	28 19	$710,216
Easton and Amboy Railroad Company,	6,000,000 00	6,000,000 00		12,000,000 00	69.07	173,736
Pittstown Branch Railway Company,	40,000 00		19,535 92	59,535 92	4.02	14,815
Perth Amboy and Raritan Railway Company,	12,000 00		28,182 68	40,182 68	6.16	6,523
Pennsylvania and New York Canal and Railroad Company,	1,061,700 00	10,000,000 00	103,912 38	11,165,612 38	138.70	80,502
Wilkes-Barre and Harvey's Lake Railroad,	150,000 00		192,846 25	342,846 25	15.18	22,584
Loyalsock Railroad Company,	300,000 00		165,444 26	465,444 26	42.40	10,977
Schuylkill and Lehigh Valley Railroad Company,	2,000,000 00	2,000,000 00		4,000,000 00	42.26	94,652
The Lehigh Valley Railway Company,	5,900,000 00	15,000,000 00	3,642,760 27	24,542,760 27	282.67	86,754
Rochester and Southern Railroad Company,	900,000 00	300,000 00	84,909 16	1,184,909 16	30.16	39,287
Waverly and State Line Railroad Company,	10,000 00		54,398 05	64,398 05	.41	157,060
Lehigh and New York Railroad Company,	4,142,188 00	2,000,000 00		6,142,188 00	115.26	53,289
Elmira, Cortland and Northern Railroad,	2,000,000 00	2,000,000 00			118.49	
Canastota Northern Railroad Company,	200,000 00	300,000 00		500,000 00	20.65	24,213
Middlesex Valley Railroad Company,	500,000 00	600,000 00			29.43	
Middlesex Railway,	1,000 00		3,253 57	4,253 57	.34	12,511

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.			Total cost to June 30, 1895.	Total cost to June 30, 1896.	Cost per mile.
	Included in operating expenses.	Not Included in Operating Expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Right of way,						
Other real estate,						
Fences,						
Grading and bridge and culvert masonry,						
Bridges and trestles,						
Rails,						
Ties,						
Other superstructure,						
Buildings, Furniture and fixtures,						
Shop machinery and tools,	Separate	accounts	not kept.			
Engineering expenses,						
Interest during construction,						
Discount on securities sold for construction,						
Telegraph line,						
Wharfing, etc.,						
S'dings and yard extensions,						
Terminal facilities and elevators,						
Road built by contract,						
Purchase of constructed road,						
Other items,						
Total construction,			Cr $1,189 59	$18,307,160 34	$18,306,970 75	$56,969 00
Equipment:						
Locomotives,			330,408 82	4,361,852 74	4,692,261 56	14,603 00
Passenger cars,						
Sleeping, parlor and dining cars,			52,224 75	844,239 59	896,464 34	2,790 00
Baggage, express and postal cars,						
Combination cars,						
Freight cars,			1,081,834 24	16,313,272 15	17,395,106 39	54,135 00
Other cars of all classes,						
Floating equipment,			Cr. 9,000 00	9,000 00		
Total equipment,			$1,455,467 81	$21,528,364 48	$22,983,832 29	$71,528 00
Grand total cost construction, equipment, etc.,			$1,454,278 22	$39,835,524 82	$41,289,803 04	$128,497 00

Digitized by Google

EXPLANATORY REMARKS.

Other Deductions.

Loss, Lehigh Valley Transportation Company,	$120,326 48	
Loss, Morris Canal,	269,770 85	
		$390,097 33
Additions for year:		
Adjustment of tax accounts,	$53,536 80	
Interest account,	232,118 68	
Premium on bonds sold,	62,006 00	
Sundries,	9,075 53	
		$356,731 01
Deductions for year:		
Discount on bonds sold,	$330,712 50	
Southern Central Railroad,	21,794 68	
Lehigh Valley Coal Company, interest on bonds,	596,625 00	
Sundries,	71,144 54	
		$1,020,276 72

INCOME ACCOUNT.

Gross earnings from operation,	$18,560,595 64	
Less operating expenses,	14,077,525 52	
Income from operation,		$4,483,070 12
Dividends on stocks owned,	109,111 96	
Interest on bonds owned,	417,028 31	
Miscellaneous income, less expenses,	323,178 28	
Income from other sources,		849,318 55
Total income,		$5,332,388 67
Deductions from income:		
Interest on funded debt accrued,	$1,998,990 00	
Rents paid for lease of road,	2,222,375 00	
Taxes,	481,760 20	
Other deductions,	380,097 33	
Total deductions from income,		5,093,222 53
Net income,		$239,166 14
Surplus from operations of year ending June 30, 1896,		$239,166 14
Surplus on June 30, 1895 (from "general balance sheet," 1895 report),		6,939,089 30
		$7,178,255 44
Additions for year,	$356,731 01	
Deductions for year,	1,020,276 72	
		663,545 71
Surplus on June 30, 1896 (for entry on "general balance sheet"),		$6,514,709 73

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
Passenger:			
Passenger revenue,	$2,466,343 04		
Less repayments:			
Tickets redeemed,		$4,874 24	
Excess fares refunded,		7,829 85	
Total deductions,		$12,704 09	
Total passenger revenue,			$2,453,638 95
Mail,			116,673 93
Express,			209,599 18
Extra baggage and storage,			20,623 32
Other items,			4,534 21
Total passenger earnings,			$2,805,069 59
Freight:			
Freight revenue,	$16,864,512 12		
Less repayments:			
Overcharge to shippers,	$1,775,017 32		
Other repayments,			
Total deductions,		$1,775,017 32	$15,089,494 80
Total freight revenue,			$15,089,494 80
Total freight earnings,			$15,089,494 80
Total passenger and freight earnings			$17,894,564 39
Other earnings from operation:			
Telegraph companies,	$13,092 66		$13,092 66
Rents not otherwise provided for,	186,418 54		186,418 54
Other sources,	466,520 05		466,520 05
Total other earnings,			$666,031 25
Total earnings from operation,			$18,560,595 64
Income from all other sources, including interest on bonds, dividends on stocks, rentals, etc.,			849,318 55
Total earnings and income,			$19,409,914 19

STOCKS OWNED.

A. Railway Stocks.

Name.	Income or Dividend Received.	Valuation.
Railway company stocks,	$4,723 00	$16,334,936 50

B. Other Stocks.

Name.	Income or Dividend Received.	Valuation.
Coal companies, stocks of,	$66,444 30	$1,323,978 82
Other transportation companies, stocks of,	36,218 00	1,432,811 61
Water companies, stocks of,	300 00	61,000 00
Miscellaneous companies, stocks of,	1,426 66	66,544 00
Total,	$104,388 96	$2,884,334 43
Grand total, A and B,	$109,111 96	$19,219,270 93

11-9-96

Digitized by Google

BONDS OWNED.

A. Railway Bonds.

Name.	Income or Interest Received.	Valuation.
Railway company bonds,	$126,913 73	$2,579,101 00

B. Other Bonds.

Name.	Income or Interest Received.	Valuation.
Canal company bonds,	$30,000 00	$500,000 00
Coal company bonds,	260,114 58	1,600,870 00
Miscellaneous,	.....	86,144 58
Total,	$290,114 58	$2,187,014 58
Grand total, A and B,	$417,028 31	$4,766,115 58

MISCELLANEOUS INCOME.

Item.	Net Miscellaneous Income.
Mine leave,	$7 752 15
Buffalo Creek Railroad,	70,770 02
New York Lighterage and Transportation Company,	84,695 33
Interest balance of account,	28,156 00
Interest on mortgages,	112 835 68
Miscellaneous,	18,969 10
Total,	$323,178 28

Digitized by Google

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway,	$312,385 59
Renewals of rails,	87,785 44
Renewals of ties,	305,837 19
Repairs and renewals of bridges and culverts,	87,476 73
Repairs and renewals of fences, road-crossings, signs and cattle guards,	26,569 12
Repairs and renewals of buildings and fixtures,	293,053 52
Repairs and renewals of docks and wharves,	66,279 84
Repairs and renewals of telegraph,	30,725 02
Stationery and printing,	1,673 98
Other expenses,	263,238 36
Total,	$1,974,016 79
Maintenance of equipment:	
Superintendence,	$96,857 64
Repairs and renewals of locomotives,	1,056,572 15
Repairs and renewals of passenger cars,	269,925 64
Repairs and renewals of freight cars,	975,285 93
Repairs and renewals of work cars,	16,594 57
Repairs and renewals of marine equipment,	83 69
Repairs and renewals of shop machinery and tools,	90,937 86
Stationery and printing,	1,624 26
Other expenses,	172,880 23
Total,	$3,080,762 97
Conducting transportation:	
Superintendence,	$251,016 22
Engine and roundhouse men,	1,516,345 37
Fuel for locomotives,	1,755,132 60
Water supply for locomotives,	65,587 94
Oil, tallow and waste for locomotives,	64,705 05
Other supplies for locomotives,	33,530 66
Train service,	1,620,282 75
Train supplies and expenses,	380,650 69
Switchmen, flagmen and watchmen,	337,459 15
Telegraph expenses,	268,802 45
Station service,	1,287,252 81
Station supplies,	177,155 22
Switching charges, balance,	26,576 23
Car mileage, balance,	68,673 48
Hire of equipment,	117 54
Loss and damage,	45,831 64
Injuries to persons,	23,998 74
Clearing wrecks,	20,227 23
Operating marine equipment,	2,946 52
Advertising,	64,786 01
Outside agencies,	114,175 18
Stock yards and elevators,	9,456 50
Rents for tracks, yards and terminals,	522,910 62
Rents for buildings and other property,	105,783 54
Stationery and printing,	57,358 11
Other expenses,	42,590 78
Total,	$8,856,197 42
General expenses:	
Salaries of general officers,	$127,792 50
Salaries of clerks and attendants,	160,176 88
General office expenses and supplies,	49,743 01
Insurance,	18,110 95
Law expenses,	91,940 44
Stationery and printing, general offices,	14,558 22
Other expenses,	104,227 15
Total,	$566,549 21
Recapitulation of expenses:	
Maintenance of way and structures,	$1,974,016 79
Maintenance of equipment,	2,680,762 07
Conducting transportation,	8,856,197 42
General expenses,	566,549 21
Total operating expenses,	$14,077,525 52
Other expenses as per deductions from income,	5,093,222 53
Grand total,	$19,170,748 05

Digitized by Google

RENTALS PAID.

A. Rents Paid for Lease of Road.

Name of Road.	Interest on bonds guaranteed.	Cash.	Total.
State Line and Sullivan Railroad,	.....	$40,000 00	$40,000 00
Easton and Amboy Railroad,	$300,000 00	.....	$300,000 00
Lehigh Valley Terminal Railway,	500,000 00	.....	500,000 00
Pennsylvania and New York Canal and Railroad Co.,	530,000 00	.....	530,000 00
The Lehigh Valley Railway,	675,000 00	.....	675,000 00
Schuylkill and Lehigh Valley Railroad,	100,000 00	.....	100,000 00
Lehigh and New York Railroad,	40,000 00	.....	40,000 00
Easton and Northern Railroad,	1,125 00	.....	1,125 00
Middlesex Valley Railroad,	9,375 00	.....	9,375 00
Elmira, Cortland and Northern Railroad,	26,875 00	.....	26,875 00
Total rents, A,	$2,182,375 00	$40,000 00	$2,222,375 00

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Spring Garden Junction to Pottsville,	Pennsylvania Railroad,	$522,010 02
Newark and Jersey City,	Pennsylvania Railroad,	
Mt. Carmel and Shamokin,	Northern Central Railroad,	
Sandy Run and Crellin Junction,	Central Railroad of New Jersey,	
Batavia and Suspension Bridge,	New York Central and Hudson River Railroad,	
Pottsville and New Boston,	Philadelphia and Erie Railroad,	
Barclay Junction and Monroeton,	Barclay Railroad,	
Constable Junction, Edgewater Junction,	National Docks Railway,	
Various,	Various,	

Digitized by Google

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1895.	ASSETS.	June 30, 1896.	Year Ending June 30, 1896.	
Total.		Total.	Increase.	Decrease.
$18,207,160 34	Cost of road,	$18,305,970 75		$1,189 59
21,528,354 48	Cost of equipment,	22,983,832 29	$1,455,467 81	
18,183,638 72	Stocks owned,	19,219,270 93	1,035,632 21	
11,682,391 58	Bonds owned,	4,766,115 68		6,916,276 00
13,453,447 57	Other permanent investments,	14,509,323 26	1,055,875 69	
3,853,156 56	Cash and current assets,	5,695,025 10	1,841,868 54	
	Other assets:			
1,530,201 03	Materials and supplies,	1,549,361 67	19,160 64	
3,104,905 82	Sundries,	2,827,829 14		277,076 68
$91,643,266 10	Grand total,	$89,856,728 72		$1,786,537 38

June 30, 1895.	LIABILITIES.	June 30, 1896.	Year Ending June 30, 1896.	
Total.		Total.	Increase.	Decrease.
$40,441,100 00	Capital stock,	$40,441,100 00		
34,173,000 00	Funded debt,	35,110,000 00	$937,000 00	
6,316,620 95	Current liabilities,	4,686,844 10		$1,629,776 85
317,573 67	Real estate mortgages,	347,851 72	30,278 05	
271,130 00	Accrued interest on funded debt not yet payable,	271,425 00	295 00	
3,184,732 17	Sundries,	2,484,798 17		699,934 00
6,939,089 30	Profit and loss,	6,514,709 73		424,379 57
$91,643,266 10	Grand total,	$89,856,728 72		$1,786,537 38

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Acquired possession of Elmira, Cortland and Northern Railroad and Middlesex Valley Railroad.

Lease taken of Lehigh and New York Railroad, successor of Southern Central Railroad Company.

There have been sold during the year 250 of the consolidated mortgage bonds.

There have been sold during the year $1,000,000 car trust bonds, secured by 2,000 box cars.

There have been drawn for redemption in accordance with the provision of the mortgage 339 consolidated mortgage bonds, sterling.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company, proportion of gross receipts; National Express Company on Elmira, Cortland and Northern Railroad.

United States Government, compensation based on weight of mail carried.

Pullman Palace Car Company, we pay mileage for use of their cars. We run our own dining cars.

Traders Despatch, Lehigh and Wabash Despatch, Reading Despatch, Lake Shore and Lehigh Valley Route, Empire Line, Lehigh Valley Despatch.

Central Railroad of New Jersey, Sandy Run Junction to Crellin Junction.

Pennsylvania Railroad, Spring Garden to Pottsville.

Pennsylvania Railroad, West Newark to Jersey City.

Northern Central Railroad, Mt. Carmel to Shamokin.

New York Central and Hudson River Railroad, Batavia to Suspension Bridge.

Barclay Railroad, Towanda to Monroeton.

Philadelphia and Erie Railroad, Pottsville to New Boston Junction.

National Docks Railway, Constable Junction to Edgewater Junction.

Lehigh and New England Railroad, Slatington to Hainesburg Junction.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			What equipment mortgaged.
	From—	To—	Miles.	
First mortgage, ... Second mortgage, ... Consolidated mortgage,.	Easton and branches.	Wilkes-Barre.	321.33	All excepting 2,000 cars securing car trust.

Digitized by Google

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	36	13,176	$197,223 84	$14 98
Other officers,	28	10,248	60,099 48	5 86
General office clerks,	509	166,198	372,283 20	2 24
Other employes:				
Station agents,	773	257,069	411,548 72	1 60
Other station men,	1,110	228,512	348,343 57	1 52
Enginemen,	799	248,205	782,760 72	3 15
Firemen,	819	252,742	522,313 09	2 07
Conductors,	637	207,010	501,862 36	2 42
Other trainmen,	2,187	650,775	1,148,902 74	1 77
Machinists,	616	198,072	406,674 82	2 07
Carpenters,	807	223,974	366,099 70	1 63
Other shopmen,	2,965	879,669	1,337,807 31	1 52
Section foremen,	316	111,155	178,868 28	1 61
Other trackmen,	2,860	719,933	979,874 15	1 22
Switchmen, flagmen and watchmen,	608	199,351	305,030 06	1 53
Telegraph operators and dispatchers,	473	134,276	204,853 72	1 52
Employes, account floating equipment,	4	147	296 59	2 01
All other employes and laborers,	1,183	168,582	219,125 41	1 48
Total, including general officers,	16,769	4,477,572	$3,373,923 76	$1 87
Less general officers,	36	13,176	197,223 84	14 98
Total, excluding general officers,	16,733	4,464,356	$3,176,699 92	$1 83
Distribution of Above.				
General administration,	573	189,622	629,606 52	3 32
Maintenance of way and structures,	3,185	831,088	1,158,742 43	1 39
Maintenance of equipment,	4,418	1,299,715	2,110,581 83	1 63
Conducting transportation,	8,593	2,346,729	4,474,192 98	1 91
Total, including general officers,	16,769	4,477,572	$3,373,923 76	$1 87
Less general officers,	36	13,176	197,223 84	14 98
Total, excluding general officers,	16,733	4,464,356	$3,176,699 92	$1 83

Digitized by Google

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Columns for revenue and rates.
Passenger Traffic:		
Number of passengers carried earning revenue,	4,976,713	
Number of passengers carried one mile,	126,286,268	
Number of passengers carried one mile per mile of road,	94,604.20	
Average distance carried,	25.37	
Total passenger revenue,		$2,453,638 95
Average amount received from each passenger,		49.302
Average receipts per passenger per mile,		01 943
Total passenger earnings,		2,805,069 59
Passenger earnings per mile of road,		2,101 34
Passenger earnings per train mile,		48.765
Freight Trafic:		
Number of tons carried of freight earning revenue,	17,702,248	
Number of tons carried one mile,	2,653,614,307	
Number of tons carried one mile per mile of road,	1,988,039.62	
Average distance haul of one ton,	149.91	
Total freight revenue,		15,089,494 80
Average amount received for each ton of freight,		85.241
Average receipts per ton per mile,		00.569
Total freight earnings,		15,089,494 80
Freight earnings per mile of road,		11,303 92
Freight earnings per train mile,		120.375
Passenger and Freight:		
Passenger and freight revenue,		17,543,133 75
Passenger and freight revenue per mile of road,		13,142 00
Passenger and freight earnings,		17,894,564 39
Passenger and freight earnings per mile of road,		13,405 27
Gross earnings from operation,		18,560,595 64
Gross earnings from operation per mile of road,		13,904 88
Gross earnings from operation per train mile,		101.481
Operating expenses,		14,077,525 53
Operating expenses per mile of road,		10,545 83
Operating expenses per train mile,		79.970
Income from operation,		4,483,070 12
Income from operation per mile of road,		3,358 38
Train Mileage:		
Miles run by passenger trains,	5,754,172	
Miles run by freight trains,	12,535,385	
Total mileage trains earning revenue,	18,289,557	
Miles run by switching trains,	4,671,689	
Miles run by construction and other trains,	608,334	
Grand total train mileage,	23,569,580	
Mileage of loaded freight cars, North or East,		
Mileage of loaded freight cars, South or West,		
Mileage of empty freight cars, North or East,		
Mileage of empty freight cars, South or West,		
Average number of freight cars in train,	No record.	
Average number of loaded cars in train,		
Average number of empty cars in train,		
Average number of tons of freight in train,		
Average number of tons of freight in each loaded car,		

Digitized by Google

FREIGHT TRAFFIC MOVEMENT.

(Company's Material Excluded.)

Commodity.	Freight originating on this road, whole tons.	Freight received from connecting roads and other carriers, whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Products of agriculture:				
Grain,	36,304	1,048,639	1,084,943	06.13
Flour,	33,851	333,145	366,996	02.07
Other mill products,	27,269	139,600	166,869	00.94
Hay,	98,243	90,137	188,380	01.07
Fruit and vegetables,	83,650	49,098	132,748	00.75
Other products,	10,665	63,353	74,018	00.42
Total,	289,982	1,723,972	2,013,954	.....
Products of animals:				
Live stock,	8,590	144,008	152,598	00.86
Dressed meats,	.....	119,782	119,782	00.68
Hides and leather,	9,825	14,189	24,014	00.14
Other products of animals,	30,707	9,550	40,257	00.23
Total,	49,122	287,529	336,651	.....
Products of mines:				
Anthracite coal,	10,807,552	.....	10,807,552	61.05
Bitminous coal and coke,	77,679	416,549	494,228	02.79
Ores,	.....	310,277	310,277	01.75
Roofing slate,	55,125	1,104	56,229	00.32
Stone, sand and other like articles,	231,763	46,713	278,476	01.57
Total,	11,172,119	774,643	11,946,762	.....
Products of forest:				
Lumber,	505,606	136,187	641,793	03.63
Bark,	29,967	6,266	36,233	00.20
Total,	535,573	142,453	678,026	.....
Manufactures:				
Petroleum and other oils,	2,252	76,384	78,636	00.44
Sugar and glucose,	50,917	80,783	131,700	00.75
Salt,	35,130	19,698	54,828	00.31
Iron, pig and bloom,	156,109	5,440	161,549	00.91
Iron and steel rails,	59,917	1,949	61,866	00.35
Copper and lead, pig,	.....	32,979	32,979	00.19
Bar and sheet metal,	135,925	39,787	175,712	00.99
Cement, brick and lime,	267,993	71,478	339,471	01.92
Wines, liquors and beers,	7,643	19,647	27,290	00.15
Total,	715,886	348,145	1,064,031	.....
Miscellaneous:				
Other commodities not mentioned above,	558,246	1,104,578	1,662,824	09.39
Grand total tonnage,	13,320,928	4,381,320	17,702,248	100.00

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment Fitted with Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives, owned and leased:						
Passenger,	5	155	151	Westinghouse,	134	Gould.
Freight,	52	447	415	Westinghouse,	69	Gould.
Switching,	.....	128	70	Westinghouse,	10	Gould.
Total locomotives in service,	57	730	636	Westinghouse,	213	Gould.
Cars, owned and leased:						
In passenger service:						
First-class cars,	21	221	221	16 Eames; 205 Westinghouse,	221	16 Miller; 205 Gould.
Second-class cars,	2	19	19	Westinghouse,	19	Gould.
Combination cars,	4	56	56	4 Eames; 52 Westinghouse,	56	52 Gould; 4 Miller.
Emigrant cars,	.....	2	2	Westinghouse,	2	Gould.
Dining cars,	4	6	6	Westinghouse,	6	Gould.
Baggage, express and postal cars,	5	64	64	59 Westinghouse; 5 Eames,	64	59 Gould; 5 Miller.
Other cars in passenger service,	.....	13	13	Westinghouse,	13	Gould.
Total,	36	381	381		381	
In freight service,						
Box cars,	2,042	14,537	8,131	.....	10,493	
Flat cars,	99	2,213	53	.....	766	
Stock cars,	27	512	419	.....	420	
Coal cars,	98	30,234	2,000	.....	6,756	
Refrigerator cars,	.....	297	149	.....	202	
Other cars in freight service,	4	106	.....	.....	.....	
Total,	2,270	47,899	10,752	.....	18,637	
In company's service:						
Officers' and pay cars,	.....	5	5	Westinghouse,	5	Gould.
Gravel cars,	.....	569	.....	.....	.....	.....
Derrick cars,	1	39	6	Westinghouse,	.....	.....
Caboose cars,	6	315	.....	.....	2	Gould.
Other road cars,	5	688	56	Westinghouse,	7	Gould.
Total,	12	1,616	67	.....	14	.....
Total cars in service,	2,318	49,896	11,200	.....	19,032	.....
Less cars leased,	2,050	6,352	6,352	.....	6,352	.....
Total cars owned,	268	43,544	4,848	.....	12,680	.....
Cars contributed to fast freight line service,	.....	2,478	1,161	Westinghouse,	1,259	817 Gould; 442 Janney.

Digitized by Google

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use.	Line Represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track,	233.18	88.15	828.14	139.32	31.19	96.74	1,416.72	2.64	1,289.74
Miles of second track,	168.62	2.23	359.53	.....	.....	12.77	543.15	.....	530.38
Miles of third track,	2.79	.....	2.06	.....	.....	.....	4.85	.....	4.85
Miles of yard track and sidings,	254.64	40.44	494.91	32.12	6.98	3.00	832.09	263.53	569.19
Total mileage operated, all tracks,	659.23	130.82	1,684.64	171.44	38.17	112.51	2,796.81	266.17	2,384.16

B. Mileage of Line Operated in This and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.
	Main line.	Branches and spurs.					
In State of Pennsylvania,	233.18	88.15	238.54	24.06	27.38	33.31	644.62
In State of New York,	.....	.....	481.82	115.26	3.81	51.32	652.21
In State of New Jersey,	.....	.....	107.78	.....	.....	12.11	119.89
Total mileage operated (single track),	233.18	88.15	828.14	139.32	31.19	96.74	1,416.72

Digitized by Google

C. Mileage of Line Owned in This and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.		Total mileage owned.	Rails, steel.
	Main line	Branches and spurs.		
In State of Pennsylvania,	233.18	88.15	321.33	321.33

Digitized by Google

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron,	None.			Oak,	98,856	$ 60
Steel,	3,062.72	90 lbs.	$28 91	Chestnut,	10,996	39
Steel,	2,119.38	80 lbs.	23.95	Yellow pine,	71,536	49.8
				Cedar,	8,822	30.4
Total steel,	5,182.10		$26 88	Total,	190,210	53.6

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger,	221,755.00	12,610.00	1,169.00	337.00	235,313.00	5,938,899.00	79.24
Freight,	526,826.00	159,069.00	2,993.00	676.00	688,228.00	12,641,629.00	108.88
Switching,	98,098.00	23,260.00	515.00	412.00	121,907.00	4,882,061.00	49.94
Construction,	11,239.00	6,520.00	82.00	65.00	17,847.00	612,926.00	58.24
Total,	857,918.00	201,459.00	4,759.00	1,490.00	1,063,295.00	24,075,515.00	88.33
Average cost at distributing point,	$2 05	$1 50	$1 89	$2 27	$1 97		

Digitized by Google

ACCIDENTS TO PERSONS.

Kind of Accident.	Employes.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	2	219	.....	4	.....	7	2	230
Falling from trains and engines,	9	131	.....	2	1	19	10	152
Overhead obstructions,	1	16	.....	.....	.....	1	1	17
Collisions,	2	31	.....	1	.....	4	2	36
Derailments,	2	10	.....	.....	.....	1	2	11
Other train accidents,	.....	7	.....	.....	.....	1	.....	8
At highway crossings,	.....	.....	.....	.....	1	.....	1	.....
At stations,	.....	.....	.....	.....	1	3	1	3
Other causes,	5	49	.....	.....	12	43	17	92
Total,	21	463	.....	7	15	79	36	549

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	.....	1	.....	1	.....	.....	.....	1
Derailments,	.....	15	.....	.....	.....	2	.....	2
Other train accidents,	.....	1	1	4	.....	.....	1	4
At highway crossings,	.....	.....	.....	.....	16	22	16	22
At stations,	.....	7	.....	.....	.....	4	.....	4
Other causes,	1	15	48	61	1	7	49	68
Total,	1	39	49	66	17	35	66	101

Entire system.

Digitized by Google

EXPLANATORY REMARKS.

Other Train Accidents.

Kind of Accident.	Trainmen.		Switchmen, etc.		Other employes.		Passengers.		Trespassing.		Not trespassing.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Breaking of engine machinery		3										
Running into snow drifts		2										
Parting of train									1			
Sudden jarring of trains		2						1		4		
Total		7				1		1	1	4		

Other Causes.

Attempting to couple cars												1
Blown from train by wind								2				
Explosion of torpedoes by trains						1						1
Explosion of hot water tank						2						
Falling over switch stand		1										
Falling into vat near shop						1						
Falling from buildings, bridges, etc					1	2		1		14		1
Falling of cord hanger in coach								1				
Dropping of window in coach								2				
Door of coach striking hand								1				
Caught between draw heads						1				4		
Handling material, tools, etc.		20				23						
Falling in engine house pit		1										
Jumping on and off moving trains		1					1	6	1	12		
Overhead obstructions										2		
Side obstructions		11				1						
Struck by engine bumping stick		2										
Stones hurled through coach windows								2				
Struck by engines and trains	3	13			9	11			35	20		3
Run over by engines and trains	2				2	1			12	9	1	
Team ran into side of train												1
Total	5	49			12	43	1	15	48	61	1	7

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile.							
							Ascending Grades.			Descending Grades.			
From—	To—	Miles.	Number of curves.	Aggregate length of curved line, miles.	Length of straight line, miles.	Length of level line, miles.	Number.	Sum of ascents, feet.	Aggregate length of ascending grades, miles.	Number.	Sum of descents, feet.	Aggregate length of descending grades, miles.
Phillipsburg,	Mauch Chunk,	45.35	93	19.89	25.46	11.25	41	339.2	22.30	3	16.0	1.80
Mauch Chunk,	Wilkes-Barre,	53.59	153	27.89	25.60	1.10	3	1,212.8	33.65	2	1,201.3	18.84
Fairview,	Avoca,	17.15	48	9.98	7.17	.....	.....	.....	.....	1	1,018.0	17.15
Penn Haven Junction,	Audenreid,	16.13	.....	.....	.....	.....	24	1,023.8	15.01	2	26.8	1.09
Hazle Creek Junction,	Cranberry Junction,	8.83	23	3.22	5.62	.....	17	366.6	8.07	.....	20.2	0.77
Lumber Yard,	Sandy Run Junction,	7.96	21	3.07	4.89	.....	13	254.1	4.32	8	87.4	3.65
Pink Ash Junction,	Harleigh Junction,	7.76	27	4.36	3.40	0.60	.....	.....	.....	4	142.6	7.16
Black Creek Junction,	Mt. Carmel,	38.53	.....	.....	.....	0.69	28	1,098.0	23.14	28	1,059.5	14.71
Park Place,	Barry Junction,	5.32	16	2.90	2.42	.....	7	277.5	2.61	6	318.0	2.71
Kohinoor Junction,	Ashland Junction,	7.15	32	3.90	3.25	0.19	5	10.6	0.59	21	340.6	6.37
New Boston Junction,	Tomhicken,	25.41	94	15.10	10.31	2.70	9	319.3	5.43	22	731.4	17.28
Various,	Various,	88.14	354	30.84	35.30	4.88	153	3,332.2	46.48	63	1,003.0	14.60
Total,		321.32	861	121.25	123.43	21.41	300	8,173.1	171.63	160	5,974.8	106.13

Digitized by Google

CHARACTERISTICS OF ROAD—Continued.

Bridges, Trestles, Tunnels, Etc.

Item.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
		Feet. In.	Feet. In.	Feet. In.
Bridges:				
Stone,	362	1,573.08	100.00	80 00
Iron,	98	8,467.03	500.00	1,109 03
Wooden,	19	262.00	500.00	23.00
Total,	479	10,302.11		
Trestles,	36	2,910.01	11.00	345.06
		2,069.00	978.00	1,191.00
Tunnels,	2			

Item.	Number.	Height of Lowest Above Surface of Rail.
		Feet. In.
Overhead highway crossings:		
Bridges,	32	14.11
Trestles,	3	19.02
Total,	35	
Overhead railway crossings:		
Bridges,	27	14.10
Conduits,	1	16.03
Total,	28	

Gauge of track: 4 feet, 8½ inches; miles, 321.33 hundredths miles.

Digitized by Google

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	Operated by this Company.	
		Miles of Line.	Miles of Wire.
179.40	1,213.35	179.40	1,213.35

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.
45.50	318.00	Western Union Telegraph Company.
.....	6.00	Central Pennsylvania Telephone and Supply Company.
.....	2.20	Delaware and Hudson Canal Company.
.....	6.50	Central Railroad of New Jersey.
.....	2.00	Wanetah Land and Improvement Company.
.....	9.40	Pennsylvania Telephone Company.

CAR MILEAGE.

American Refrigerator Transit Company.
American Oil Works.
Anglo-American Refrigerator Car Company.
Arms Palace Horse Car Company.
Armour Refrigerator Line.
American Car Company.
American Cereal Despatch.
Blue Line.
J. G. Brill.
Burton Stock Car Company.
Banner Refrigerator Line.
Buckeye Transportation Company.
California Fruit Express Company.
California Fruit Transportation Company.
Canada Southern Line.
Canadian Pacific Despatch.
Central Equipment Company.
Craig Oil Company.
Chicago Refrigerator Car Line.
Climax Gasoline Company.
Cold Blast Transportation Company.
Commerce Despatch Line.
Continental Fruit Express Company.
Cudahy Refrigerator Line.
Cudahy Milwaukee Refrigerator Line.
Continental Refining Company.
Cottolene Refrigerator Line.
Cincinnati Abbatoir Company.
Cleveland Linseed Oil Company.
Chicago, New York and Boston Transportation Company.
Consolidated Cattle Car Company.
Dairy Car Company.
Jacob Dold Packing Company.
Erie Despatch.
Express Coal Line.
Excelsior Horse Car Line.
Great Eastern Line.
Hammond Refrigerator Line.
Harris De Groat and Company.
Southern Iron Car Line.
J. E. Butler Furniture Line.
Kansas City Dressed Beef Line.
Kansas City Refrigerator Car Company.
Keystone Palace Horse Car Company.
Libby, McNeil and Libby Refrigerator Line.
Lipton Refrigerator Line.
Live Poultry Transportation Company.
Loyalhanna Coal and Coke Company.
Leonard and Ellis.
Manhattan Oil Company.
Mather Horse and Stock Car Company.
Merchants Despatch Transportation Company.
Midland Line.
Nelson Morris and Company.
Memphis Fast Freight Lines.
Moran Refrigerator Line.
National Despatch Line.
New England Car Company.
National Linseed Oil Company.
National Horse Car Line.
Omaha Packing Company.
Overland Fruit Despatch.
Osborn Seager Coal Transit Company.
Paragon Refining Company.
Penn Gas and Coal Company.
Provision Dealers' Despatch.
Pabst Refrigerator Line.
Produce Oil Company.
Red Line Transit Company.
Rumley, M., and Company.
Santa Fe Refrigerator Line.
Shippers' Refrigerator Car Company.
St. Charles Car Company.
St. Louis Refrigerator Car Company.
South Western Millers' Despatch.
Streets' Stable Car Lines.
Swift Refrigerator Lines.

Digitized by Google

St. Louis Dressed Beef and Provision Company.
St. Paul Refrigerator Car Company.
Titusville Oil Works.
Union Refrigerator Transit Company.
Union Tank Line.
Venice Transportation Company.
Westmoreland Coal Company.
Western Rolling Stock and Equipment Company.
White Line Transit Company.
White Star Transportation Company.
William Cline Palace Horse Car Company.
Western Meat Refrigerator Express.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

Under laws of what government or state organized: Commonwealth of Pennsylvania, act of April 8, 1861, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Post Office Address.	Date of Expiration of Term.
G. B. Roberts,	Philadelphia, Pa.,	May 3, 1897.
James P. Coburn,	Aaronsburg, Pa.,	May 3, 1897.
S. C. Stewart,	Tyrone, Pa.,	May 3, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	May 3, 1897.
W. H. Barnes,	Philadelphia, Pa.,	May 3, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	May 3, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Pennsylvania Railroad Company's general office, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	James R. McClure,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Lewisburg and Tyrone Railroad Company.	Tyrone, ...	Fairbrook, ...	Pennsylvania Railroad Company.	19.90
Lewisburg and Tyrone Railroad Company.	Montandon, ...	Lemont, ...	Pennsylvania Railroad Company.	57.60
Lewisburg and Tyrone Railroad Company.	Lewisburg, ...	Bridge, ...	Pennsylvania Railroad Company.	.24
Lewisburg and Tyrone Railroad Company.	Fairbrook, ...	Scotia, ...	Pennsylvania Railroad Company.	5.30
Lewisburg and Tyrone Railroad Company.	Juniata Junc.,..	Juniata, ...	Pennsylvania Railroad Company.	2.08
Total mileage, ...	.....	.....	.....	85.12

Leased to the Pennsylvania Railroad Company for the term of 99 years, from and after January 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,566,287 94	Capital stock, ...	$1,200,000 00
		Funded debt, ...	294 174 65
		Real estate mortgages, ...	24,508 32
		Profit and loss, ...	47,604 97
Grand total, ...	$1,566,287 94	Grand total, ...	$1,566,287 94

IMPORTANT CHANGES DURING THE YEAR.

The road was extended during the year, beyond Scotia, 4-100 mile.

LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: April 29, 1871.

Under laws of what government or state organized: Incorporated under the general railroad laws of Pennsylvania, act of February, 1849, as the Latrobe and Ligonier Railroad by acts of Assembly, approved April 15, 1853, and supplements April 14, 1866; April 17, 1869; March 15, 1871, and May 2, 1871, name changed to Ligonier Valley Railroad Company.

DIRECTORS.

Names.	Post Office Address.	Date of Expiration of Term.
Thomas Mellon, ...	Pittsburgh, Pa., ...	January 11, 1897.
T. A. Mellon, ...	Pittsburgh, Pa., ...	January 11, 1897.
J. R. Mellon, ...	Pittsburgh, Pa., ...	January 11, 1897.
A. W. Mellon, ...	Pittsburgh, Pa., ...	January 11, 1897.
R. B. Mellon, ...	Pittsburgh, Pa., ...	January 11, 1897.
W. S. Mitchell, ...	Pittsburgh, Pa., ...	January 11, 1897.
A. M. Thorn, ...	Pittsburgh, Pa., ...	January 11, 1897.
George Seift, ...	Pittsburgh, Pa., ...	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: No. 514 Smithfield street, Pittsburgh, Pa.

Postoffice address of operating office: Ligonier, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas Mellon,	Pittsburgh, Pa.
Secretary,	A. W. Mellon,	Pittsburgh, Pa.
Treasurer,	R. B. Mellon,	Pittsburgh, Pa.
General Solicitor, Attorney, or General Counsel,	E. E. Robbins,	Greensburg, Pa.
Auditor,	James R. Mellon,	Pittsburgh, Pa.
General Manager,	T. A. Mellon,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ligonier Valley Railroad Company,	Latrobe, Pa.,	Ligonier, Pa.,	10.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$250,944 36	Capital stock,	$160,000 00
Cost of equipment,	30,440 20	Funded debt,	75,000 00
Cash and current assets,	3,959 74	Current liabilities,	5,107 67
		Profit and loss,	45,236 63
Grand total,	$285,344 30	Grand total,	$285,344 30

CONTRACTS, AGREEMENTS, ETC.

For carrying United States Mails.—Two mails per day each way, compensation $516.12 per annum, payable quarterly, $129.03.

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James D. Callery,	Pittsburgh, Pa.,	May 31, 1897.
William J. Burns,	Pittsburgh, Pa.,	May 31, 1897.
John S. Scully,	Pittsburgh, Pa.,	May 31, 1897.
E. H. Stowe,	Pittsburgh, Pa.,	May 31, 1897.
James W. Scully,	Pittsburgh, Pa.,	May 31, 1897.
T. S. Bigelow,	Pittsburgh, Pa.,	May 31, 1897.

Date of last meeting of stockholders for election of directors: May 29, 1896.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	John C. Reilly,	Pittsburgh, Pa.
Secretary,	C. S. Fetterman,	Pittsburgh, Pa.
Treasurer,	William J. Burns,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Sawmill Run Railroad Company,	Pittsburgh,	Banksville,	3

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$191,642 61	Capital stock,	$144,125 00
Cost of equipment,	146,282 31	Funded debt,	140,500 00
Cash and current assets,	25,144 83	Current liabilities,	400 00
		Accrued interest on funded debt not yet payable,	2,107 50
		Profit and loss,	76,433 25
Grand total,	$363,169 75	Grand total,	$363,169 75

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

Under laws of what government or state organized: Acts of Assembly of State of Pennsylvania, February 20, 1826, "to make a lock navigation on the East branch of the river Schuylkill, called Little Schuylkill," with supplements April 10, 1826, to purchase lands; March 20, 1827, to purchase additional lands; April 14, 1828, to make a railroad; April 23, 1829, to change title to Little Schuylkill Navigation Railroad and Coal Company; April 8, 1833, sundries; April 7, 1846, sundries; March 8, 1847, sundries; April 22, 1863, to sell lands. Letters patent, September 14, 1829. License, December 1, 1831.

Operated by Philadelphia and Reading Railroad Company.

Digitized by Google

MANAGERS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas McKean,	Philadelphia, Pa.,	January 13, 1897.
Charles E. Ingersoll,	Philadelphia, Pa.,	January 13, 1897.
David Reeves,	Philadelphia, Pa.,	January 13, 1897.
Henry P. McKean,	Philadelphia, Pa.,	January 13, 1897.
Beauveau Borie,	Philadelphia, Pa.,	January 13, 1897.
William W. Wister, Jr.,	Philadelphia, Pa.,	January 13, 1897.

Date of last meeting of stockholders for election of officers: January 11, 1896.
Postoffice address of general office: Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Carroll S. Tyson,	Philadelphia, Pa.
Secretary and Treasurer,	Joseph L. Wilson,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line.
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton,	Tamaqua,	P. & R. R. R. Co.,	28.10
	Tamaqua,	Newkirk,	P. & R. R. R. Co.,	1.50
	Tamaqua,	Greenwood,	P. & R. R. R. Co.,	1.50
East Mahanoy Railroad Company.	East Mahanoy Jc.,	Wash House run, near Mahanoy City,	P. & R. R. R. Co.,	10.72
	East Mahanoy tunnel,	Nesquehoning Valley Junction.	P. & R. R. R. Co.,	3.38
Total mileage,				45.20

Lease and Contract: Little Schuylkill Navigation Railroad and Coal Company and East Mahanoy Railroad Company January 12, 1863, for 99 years; to pay a sum equal to six per cent. per annum upon the capital stock, and a further sum (not exceeding $2,000 per annum) for office expenses.

Lease and Contract: Philadelphia and Reading Railroad Company and Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868, for 93 years, leasing the railroad of Little Schuylkill Navigation Railroad and Coal Company and East Mahanoy Railroad Company to operate the same, and to pay $185,227 per annum, with such sums as may become due under lease and contract as above.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,405,943 75	Capital stock,	$2,487,850 00
Stocks owned,	86,350 00	Current liabilities,	21,227 94
Bonds owned,	27,810 00	Profit and loss,	77,793 12
Mortgage in Tamaqua,	459 00		
Lands owned, about 3,000 acres mountain land (no income), included in cost of road, above,	66,278 31		
Grand total,	$2,586,871 06	Grand total,	$2,586,871 06

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements thereto.

Operated by Lehigh Valley Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Hartshorne,	Philadelphia, Pa.,	January, 1897.
John R. Fanshawe,	Philadelphia, Pa.,	January, 1897.
Henry S. Drinker,	Philadelphia, Pa.,	January, 1897.
Robert H. Sayre,	South Bethlehem, Pa.,	January, 1897.
John B. Garrett,	Philadelphia, Pa.,	January, 1897.
J. K. Mosser,	Allentown, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	So. Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Secretary and Treasurer,	John R. Fanshawe,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Loyalsock Railroad.	Shawanese Lake.	Bernice,	Lehigh Valley R. R. Co.	Stock ownership.	30.80
	Ricketts,	Ganoga Lake,			3.85
	Lopez,	Thorndale,			7.75
Total mileage,					42.40

Digitized by Google

The Lehigh Valley Railroad Company owns the entire capital stock of the Loyalsock Railroad Company and the road is operated as a part of the Lehigh Valley Railroad system.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$465,444 26	Capital stock,	$300,000 00
		Current liabilities,	165,444 26
Grand total,	$465,444 26	Grand total,	$465,444 26

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Organization was made sometime in the years 1830 to 1833 inclusive. Records of that period are not in the possession of present officers.

Under laws of what government or state organized: Charter granted by Commonwealth of Pennsylvania April 7, 1830. Supplementary acts passed March 30, 1833; March 13, 1839; April 26, 1850; April 9, 1859, and March 21, 1861.

Operated by: This road is leased to the Northern Central Railroad Company by lease dated April 20, 1896. Prior to that date it was leased to the Summit Branch Railroad Company by lease dated March 1, 1866, for 999 years, which last named company defaulted in its payment of rent on January 20, 1896, and this company made the new lease.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William A. Nash,	New York, N. Y.,	First Monday of May, 1897.
John W. Hoffman,	Philadelphia, Pa.,	First Monday of May, 1897.
Isaac H. Platt,	Lakewood, N. J.,	First Monday of May, 1897.
Frederick J. Middlebrook,	New York, N. Y.,	First Monday of May, 1897.
John D. Wood,	New York, N. Y.,	First Monday of May, 1897.
Charles P. Sinnickson,	Philadelphia, Pa.,	First Monday of May, 1897.
Siegfried Gruner,	New York, N. Y.,	First Monday of May, 1897.

Date of last meeting of stockholders for election of directors: First Monday of May, 1896.
Postoffice address of general office: 13 William street, New York, N. Y.
Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	William A. Nash,	13 Williams st., New York, N.Y.
Vice President,	John W. Hoffman,	15th & Market sts., Phila., Pa.
Secretary and Treasurer,	Charles Emmet,	13 Williams st., New York, N.Y.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.,	Williamstown, Pa.	Leased to the N. C. Ry. Co., of Pa. since April 20, 1896; prior to that for 30 years leased to the Summit Branch R. R. Co.	Lease terminable on 60 days' notice in writing from either side.	19.70

The Lykens Valley Railroad, extending from its junction with the Northern Central Railway, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock, and all the privileges and appurtenances whatsoever, belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the first day of March, 1866, leased to the Summit Branch Railroad Company for the term of 999 years, at an annual rent of $62,500; the lessees to keep the property in repair and to pay all taxes, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of $62,500 stipulated to be paid for rent.

On the 20th day of January, 1896, the said lessee, the Summit Branch Railroad Company, failed to pay the rent due on that day, and has not since paid any rent to the Lykens Valley Railroad and Coal Company, in fact has given up its lease of said railroad, and the Lykens Valley Railroad and Coal Company has cancelled said lease and has discharged the said Summit Branch Railroad Company from liability for rent due thereunder. And on the 20th day of April, 1896, the said Lykens Valley Railroad and Coal Company did execute a new lease of its road to the Northern Central Railway Company at a rental of $35,000 a year, to be paid by said Northern Central Railway Company to said Lykens Valley Railroad and Coal Company; said Northern Central Railway Company agreeing by said new lease to pay the back rent due and unpaid by the said Summit Branch Railroad Company, but on the basis of $35,000 a year rent, to wit: The sum of $11,666.67 for the four months last past, which last mentioned sum it did pay to the Lykens Valley Railroad and Coal Company on the said 20th day of April, 1896. This last mentioned lease between the Lykens Valley Railroad and Coal Company and the Northern Central Railway Company is terminable on sixty days' notice, in writing, given by either party thereto, but is still in force and is the lease under which this company's road is now operated by the said Northern Central Railway Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$578,767 24	Capital stock,	$600,000 00
Cost of equipment,	17,000 00	Profit and loss,	6,398 94
Stocks owned,	7,293 75		
Lands owned, included in cost of road above in this report, to make it correspond with report to Inter-State Commerce Commission. Correction suggested by it.			
Cash and current assets,	3,337 95		
Grand total,	$606,398 94	Grand total,	$606,398 94

Digitized by Google

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

Under laws of what government or state organized: Under general law, State of Pennsylvania, act of April 4, 1868, and its supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Horace Crosby,	McKeesport, Pa.,	Fourth Tuesday of January, 1897.
E. C. Converse,	New York, N. Y.,	Fourth Tuesday of January, 1897.
W. N. Martin,	McKeesport, Pa.,	Fourth Tuesday of January, 1897.
W. B. Schiller,	McKeesport, Pa.,	Fourth Tuesday of January, 1897.
C. I. O'Connor,	McKeesport, Pa.,	Fourth Tuesday of January, 1897.
G. Bruce Harton,	Pittsburgh, Pa.,	Fourth Tuesday of January, 1897.

Date of last meeting of stockholders for election of directors: January 28, 1896.

Postoffice address of general office: McKeesport, Pa.

Postoffice address of operating office: McKeesport, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Horace Crosby,	McKeesport, Pa.
President,	Horace Crosby,	McKeesport, Pa.
Secretary,	J. W. Downer, Jr.,	New York, N. Y.
Treasurer,	W. B. Schiller,	McKeesport, Pa.
Attorney, or General Counsel,	W. B. Rodgers,	Pittsburgh, Pa.
Auditor,	A. F. Stewart,	McKeesport, Pa.
General Manager,	E. C. Converse,	New York, N. Y.
Chief Engineer, "MM,"	G. N. Riley,	Braddock, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
McKeesport Connecting Railroad Co.,	McKeesport, Pa.,	Port Perry, Pa.,	58

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$19,143 16	Capital stock,	$40 000 00
Cost of equipment,	32,907 49	Current liabilities,	12,335 13
Cash and current assets,	11,296 02	Profit and loss,	11,011 54
Grand total,	$63,346 67	Grand total,	$63,346 67

Digitized by Google

MAHONING VALLEY RAILROAL COMPANY.

Date of organization: October 14, 1890.

Under laws of what government or state organized: Incorporated under the general railroad laws of Pennsylvania, act of Assembly approved April 4, 1868, and the acts of Assembly supplementary thereto.

Operated by Buffalo, Rochester and Pittsburgh Railroad, commencing May 1, 1896.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Adrian Iselin,	New York, N. Y.,	January 13, 1897.
Adrian Iselin, Jr.,	New York, N. Y.,	January 13, 1897.
John H. Hocart,	New York, N. Y.,	January 13, 1897.
John McLeavy,	Stanley, Pa.,	January 13, 1897.
J. O. Driscoll,	Stanley, Pa.,	January 13, 1897.
George W. Downes,	Stanley, Pa.,	January 13, 1897.
C. O. D. Iselin,	Stanley, Pa.,	January 13, 1897.
W. R. Cole,	Stanley, Pa.,	January 13, 1897.
C. H. McCauley,	Ridgway, Pa.,	January 13, 1897.
Walter F. Arms,	Stanley, Pa.,	January 13, 1897.
H. C. Shea,	Stanley, Pa.,	January 13, 1897.

Date of last meeting of stockholders for election of directors: January 21, 1896.

Postoffice address of general office: Ridgway, Pa.

Postoffice address of operating office: Rochester, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	Adrian Iselin,	New York, N. Y.
Secretary,	W. R. Cole,	Stanley, Pa.
Treasurer,	John McLeavy,	Stanley, Pa.
Auditor,	George W. Downes,	Stanley, Pa.
Chief Engineer,	Walter F. Arms,	Stanley, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mahoning Valley Railroad Company,	Helvetia, Pa.,	Stanley, Pa.,	1.89
Buffalo, Rochester and Pittsburgh Railroad Company.	Stanley, Pa.,	Falls Creek, Pa.,	8.07
Total mileage,			9.96

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$72,297 03	Capital stock,	$45,000 00
Cost of equipment,	186,861 64	Current liabilities,	218,914 84
Cash and current assets,	7,256 17	Profit and loss,	2,500 00
Grand total,	$266,414 84	Grand total,	$266,414 84

IMPORTANT CHANGES DURING THE YEAR.

Forty-eight thousand dollars car trust obligations were paid off on May 1, 1896.

CONTRACTS, AGREEMENTS, ETC.

Contract with Buffalo, Rochester and Pittsburgh Railway Company, dated April 2, 1891, covering trackage rights between Stanley, Pa., and Falls Creek, Pa., at an annual rental of $3,300.

On May 1, 1896, the entire road, equipment, etc., were leased to the Buffalo, Rochester and Pittsburgh Railway Company, at an annual rental of $15,000.

MAHONING STATE LINE RAILROAD COMPANY.

Date of organization: August 10, 1891.

Under laws of what government or state organized: General laws of Ohio.

If a consolidated company, name the constituent companies: Mahoning State Line Railroad Company and the Carbon Limestone Railroad Company which was organized April 13, 1891, under the general laws of the State of Pennsylvania.

Operated by Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. H. Reed,	Pittsburgh, Pa.,	January 12, 1897.
John G. Robinson,	Pittsburgh, Pa.,	January 12, 1897.
James P. Wilson,	Youngstown, O.,	January 12, 1897.
Myron Woods,	Youngstown, O.,	January 12, 1897.
James Shaw,	Youngstown, O.,	January 12, 1897.
John F. Taylor,	Youngstown, O.,	January 12, 1897.
George B. Berger,	New Castle, Pa.,	January 12, 1897

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Youngstown, Ohio.

Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office
President,	John H. Reed,	Pittsburgh, Pa.
Vice President,	James P. Wilson,	Youngstown, O.
Secretary and Treasurer,	John G. Robinson,	Pittsburgh, Pa.
Auditor,	C. H. Bronson,	Pittsburgh, Pa.
Chief Engineer,	J. A. Atwood,	Pittsburgh, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Mahoning State Line Railroad Company.	Bentley, O., ...	Shaw Jc., O., ..	Pittsburgh and Lake Erie Railroad Company.	99 year lease.	3.16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$98 147 20	Capital stock, ...	$100,000 00
Cash and current assets, ...	1 852 80		
Grand total, ...	$100,000 00	Grand total, ...	$100,000 00

IMPORTANT CHANGES DURING THE YEAR.

Mileage of new line increased .01 miles, account error in report for 1895.
Capital stock increased from $60,000 to $100,000, October 5, 1895.

MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAILROAD COMPANY.

Date of organization: June 27, 1891.
Under laws of what government or state organized: Act of Assembly, approved April 8, 1861.
Operated by Philadelphia, Schuylkill and Lake Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. C. Huldekoper, ...	Meadville, Pa., ...	May, 1897.
S. B. Dick, ...	Meadville, Pa., ...	May, 1897.
J. D. Gill, ...	Meadville, Pa., ...	May, 1897.
W. S. Harper, ...	Meadville, Pa., ...	May, 1897.
Edgar Huldekoper, ...	Meadville, Pa., ...	May, 1897.
John Dick, ...	Meadville, Pa., ...	May, 1897.
John E. Reynolds, ...	Meadville, Pa., ...	May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Meadville, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	A. C. Huldekoper,	Meadville, Pa.
Secretary and Treasurer,	John E. Reynolds,	Meadville, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Meadville, Conneaut Lake and Linesville Railroad.	Meadville, Pa.	Linesville, Pa.	P. S. & L. E. R. R.	99 years.	21.50
	Exposition branch.		P. S. & L. E. R. R.		1.20
	Vallonia branch,		P. S. & L. E. R. R.		1.20
Total mileage,					23.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$400,000 00	Capital stock,	$200,000 00
		Funded debt,	200 000 00
Grand total,	$400,000 00	Grand total,	$400,000 00

MEDIX RUN RAILROAD COMPANY.

Date of organization: Charter filed February 7, 1895.

Under laws of what government or state organized: Pennsylvania, incorporated under act of April 4, 1868, and supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Arthur M. Dodge,	New York city, N. Y.,	February 7, 1897.
J. W. Hartman,	Medix Run, Pa.,	February 7, 1897.
Isaac S. Case,	Tobyhanna Mills, Pa.,	February 7, 1897.
N. S. Brittain,	Tobyhanna Mills, Pa.,	February 7, 1897.
L. A. Amedur,	Medix Run, Pa.,	February 7, 1897.
Adam Paxton,	Medix Run, Pa.,	February 7, 1897.
Dr. George H. Rhoads,	Tobyhanna Mills, Pa.,	February 7, 1897.

Date of last meeting of stockholders for election of directors: February 7, 1896.

Postoffice address of general office: Medix Run, Pa.

Postoffice address of operating office: Medix Run, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Arthur M. Dodge,	New York city, N. Y.
Secretary,	F. D. Soper,	Brooklyn, N. Y.
Treasurer,	J. W. Hartman,	Medix Run, Pa.
Chief Engineer,	A. H. Schoffer,	Emporium, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Medix Run Railroad Company.	Medix Run, Pa.,	Orchard Sta., Pa.,	8.00
Spur,	Main line,	Mill and tannery,	.50
Total mileage,			8.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$54,247 23	Capital stock,	$70,200 00
Cost of equipment,	12,057 96	Current liabilities,	2,785 50
Cash and current assets,	833 85		
Other assets:			
Materials and supplies,	65 00		
Profit and loss,	5,781 46		
Grand total,	$72,985 50	Grand total,	$72,985 50

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
B. H. Ball,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
C. G. Hancock,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
C. K. Klink,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
George Zeigler,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
I. A. Swelgard,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
D. Jones	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
W. G. Brown,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.
C. E. Metzler,	Philadelphia, Pa.,	Fourth Tuesday in January, 1897.

Date of last meeting of stockholders for election of directors: January 28, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Middletown and Hummelstown Railroad Company.	Middletown, Pa.,	Hummelstown, Pa.,	6 60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$187,886 68	Capital stock,	$175,000 00
Profit and loss,	22,854 95	Current liabilities,	35,741 63
Grand total,	$210,741 63	Grand total,	$210,741 63

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

Under laws of what government or state organized: Pennsylvania, act of April 2, 1860; supplement to act of April 2, 1860, May 1, 1861; supplement to act of April 2, 1860, March 23, 1865; supplement to act of April 2, 1860, March 6, 1867.

If a consolidated company, name the constituent companies: No consolidation.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
R. D. Parclay,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
W. H. Barnes,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
G. W. Elder,	Lewistown, Pa.,	Third Tuesday in February, 1897.
John P. Green,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
William A. Patton,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
James H. Mann,	Lewistown, Pa.,	Third Tuesday in February, 1897.
G. B. Roberts,	Philadelphia, Pa.,	Third Tuesday in February, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	Third Tuesday in February, 1897.
Henry D. Welsh,	Wynnewood, Pa.,	Third Tuesday in February, 1897
W. H. Wilson,	Wynnewood, Pa.,	Third Tuesday in February, 1897
George Wood,	Wynnewood, Pa.,	Third Tuesday in February, 1897

Date of last meeting of stockholders for election of directors: February 18, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Bull,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mifflin and Centre County Railroad.	Lewistown Jc.,	Milroy,	Penna. Railroad Company.	Lease,	12 43

Lease to the Pennsylvania Railroad Company for 999 years from March 19, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$372 439 39	Capital stock,	$167 775 00
Cash and current assets,	10,775 57	Funded debt,	209,000 00
		Current liabilities,	6 503 50
		Profit and loss,	8,936 46
Grand total,	$383,214 96	Grand total,	$383,214 96

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.

Under laws of what government or state organized: State of Pennsylvania, act approved February 7, 1828.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Reading Terminal, Philadelphia,	December, 1896.
James Boyd,	Reading Terminal, Philadelphia,	December, 1896.
Theodore Voorhees,	Reading Terminal, Philadelphia,	December, 1896.
W. R. Taylor,	Reading Terminal, Philadelphia,	December, 1896.
D. Jones,	Reading Terminal, Philadelphia,	December, 1896.
James M. Landis,	Reading Terminal, Philadelphia,	December, 1896.

Date of last meeting of stockholders for election of directors: December 20, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia.

Postoffice address of operating office: Reading Terminal, Philadelphia.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Reading Terminal, Philadelphia.
Secretary,	W. R. Taylor,	Reading Terminal, Philadelphia.
Treasurer,	W. A. Church,	Reading Terminal, Philadelphia.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek Jc.,	New Castle,	P. & R. R. R. Co.	Lease,	3.80

The Mill Creek and Mine Hill Navigation and Railroad Company was leased to the Philadelphia and Reading Railroad Company on July 25, 1861, for a term of 999 years, at an annual rental of $33,000 per annum and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$323,045 00	Capital stock,	$323,375 00
Cash and current assets,	18,445 71	Current liabilities,	16,306 25
		Profit and loss,	1,809 46
Grand total,	$341,490 71	Grand total,	$341,490 71

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

Under laws of what government or state organized: Act of Legislature of the State of Pennsylvania dated March 24, 1828.

If a consolidated company, name the constituent companies: Mine Hill and Schuylkill Haven Railroad Company, chartered March 24, 1828; Mount Eagle and Tremont Railroad Company, chartered April 29, 1853; supplement to charter, March 22, 1855; Schuylkill Haven and Lehigh River Railroad Company, chartered July 14, 1862.

Mount Eagle and Tremont Railroad merged into the Mine Hill, March 24, 1862. Schuylkill Haven and Lehigh River Railroad merged into the Mine Hill, March 16, 1867. Both mergers according to act of Legislature of State of Pennsylvania, May 16, 1861.

The Mine Hill Railroad has continued under the original organization from the acceptance of the charter, the above roads having, as stated, been merged into it.

Operated by Philadelphia and Reading Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Benj. H. Shoemaker,	205 N. Fourth street, Philadelphia, Pa.,	January, 1897.
Frederick Fraley,	1000 Walnut street, Philadelphia, Pa.,	January, 1897.
John W. Biddle,	459 Marshall street, Philadelphia, Pa.,	January, 1897.
William Hacker,	Pennsylvania Terminal, Philadelphia, Pa.,	January, 1897.
Alfred Jones,	Germantown, Philadelphia, Pa.,	January, 1897.
James G. McCollin,	501 Marshall street, Philadelphia, Pa.,	January, 1897.
Barclay R. Leeds,	3221 N. Seventeenth street, Philadelphia, Pa.,	January, 1897.
Philip C. Garrett,	Logan, P. O.,	January, 1897.
Thomas McKean,	153 Dock street, Philadelphia, Pa.,	January, 1897.
Redwood F. Warner,	School Lane Station, Philadelphia, Pa.,	January, 1897.
John S. Jenks,	241 Chestnut street, Philadelphia, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 119 South Fourth street.

Postoffice address of operating office: Philadelphia and Reading Railroad Company, Twelfth and Market streets, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Benjamin H. Shoemaker,	119 S. Fourth st., Philadelphia.
President,	Benjamin H. Shoemaker,	119 S. Fourth st., Philadelphia.
Secretary,	James G. McCollin,	119 S. Fourth st., Philadelphia.
Treasurer,	John W. Biddle,	119 S. Fourth st., Philadelphia.
Attorney, or Gen'l Counsel,	J. Sergeant Price,	709 Walnut st., Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Mine Hill and Schuylkill Haven Railroad	Schuylkill Haven,	Locust Gap, Tremont and New Lincoln.	P. & R. R. R. Co.,	51.8

The Mine Hill and Schuylkill Haven Railroad Company was leased May 12, 1864, to the Philadelphia and Reading Railroad Company for a period of 999 years, at a rate of eight per cent. on the capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,165,572 49	Capital stock,	$4,210,200 00
Bonds owned,	359,090 00	Current liabilities,	3,149 38
Cash and current assets,	26,686 72	Contingent fund,	359,000 00
Profit and loss,	21,090 16		
Grand total,	$4,572,349 38	Grand total,	$4,572,349 38

Digitized by Google

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.

Under laws of what government or state organized: State of Pennsylvania, act of April 4, A. D. 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Henry A. Laughlin,	Pittsburgh, Pa.,	January 11, 1897.
B. F. Jones,	Pittsburgh, Pa.,	January 11, 1897.
George M. Laughlin,	Pittsburgh, Pa.,	January 11, 1897.
W. L. Jones,	Pittsburgh, Pa.,	January 11, 1897.
James Laughlin, Jr.,	Pittsburgh, Pa.,	January 11, 1897.
B. F. Jones, Jr.,	Pittsburgh, Pa.,	January 11, 1897.
W. L. King,	Pittsburgh, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Third avenue and Fry street, Pittsburgh, Pa.

Postoffice address of operating office: Third avenue and Fry street, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry A. Laughlin,	Pittsburgh, Pa.
Vice President,	James Laughlin, Jr.,	Pittsburgh, Pa.
Secretary,	Benjamin Page,	Pittsburgh, Pa.
Treasurer,	James Laughlin, Jr.,	Pittsburgh, Pa.
Assistant Treasurer,	B. F. Jones, Jr.,	Pittsburgh, Pa.
Counsel,	John D. McKennan,	Pittsburgh, Pa.
Auditor,	Benjamin Page,	Pittsburgh, Pa.
General Manager,	W. O. Willoch,	Pittsburgh, Pa.
Superintendent,	H. S. Kiehl,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main line,	Ormsby,	Laughlin,	.90
South Side branch,	Main line,	P. & L. E. R. R.,	.30
West branch,	Main line,	Along Monongahela River.	.87
Other branches,	Main line,		1.06
Total mileage,			3.13

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$711,305 99	Capital stock,	$450,000 00
Cost of equipment,	40,041 75	Funded debt,	200,000 00
Cash and current assets,	61,431 79	Current liabilities,	11,960 28
Other assets.		Earnings applied to construction, equipment and rights of way,	101,347 74
Materials and supplies,	4,630 88	Profit and loss,	54,102 39
Grand total,	$817,410 41	Grand total,	$817,410 41

MOHNSVILLE AND ADAMSTOWN RAILROAD COMPANY.

Date of organization: May 29, 1894.
Under laws of what government or state organized: Pennsylvania, act of April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Esaias Billingfelt,	Adamstown, Pa.,	January, 1897.
Rufus M. Hyman,	Adamstown, Pa.,	January, 1897.
S. W. Miller,	Adamstown Pa.,	January, 1897.
Henry G. Mohn,	Adamstown, Pa.,	January, 1897.
John Zerbe,	Adamstown, Pa.,	January, 1897.
Elmer E. Billingfelt,	Adamstown, Pa.,	January, 1897.
Isaac S. Spatz,	Mohnsville, Pa.,	January, 1897.
Henry C. Geissler,	Reading, Pa.,	January, 1897.
J. B. Sterley,	Reading, Pa.,	January, 1897.
Wellington V. Reed,	Reading, Pa.,	January, 1897.
Vincent S. Seltzer,	Reading, Pa.	January, 1897.
James W. Shepp,	Reading, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 23, 1896.
Postoffice address of general office: Reading, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	L. T. Custer,	Reading, Pa.
President,	L. T. Custer,	Reading, Pa.
First Vice President,	Esaias Billingfelt,	Reading, Pa.
Secretary and Treasurer,	Vincent S. Seltzer,	Reading, Pa.
General Manager,	J. H. Passmore,	Reading, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mohnsville and Adamstown Railroad Company.	Mohnsville,	Adamstown,	8

Digitized by Google

MONT ALTO RAILROAD COMPANY.

Date of organization: November 14, 1871.

Under laws of what government or state organized: Laws of Pennsylvania, an act to incorporate, 3d May, 1864; an act extending time of completion, 9th March, 1870; supplement to an act to incorporate, 6th April, 1870.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas B. Kennedy,	Chambersburg, Pa.,	12th May, 1897.
M. C. Kennedy,	Chambersburg, Pa.,	12th May, 1897.
J. F. Boyd,	Chambersburg, Pa.,	12th May, 1897.
Hastings Gehr,	Chambersburg, Pa.,	12th May, 1897.
A. E. Price,	Waynesboro, Pa.,	12th May, 1897.
Ezra Frick,	Waynesboro, Pa.,	12th May, 1897.
S. B. Rhinehart,	Waynesboro, Pa.,	12th May, 1897.

Date of last meeting of stockholders for election of directors: 12th May, 1896.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating office: Chambersburg, Pa.

OFFICERS

Title.	Name.	Location of Office.
President,	M. C. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	Edward B. Wiestling,	Chambersburg, Pa.
Auditor,	W. L. Ritchey,	Chambersburg, Pa.
General Superintendent,	J. F. Boyd,	Chambersburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mont Alto Railroad,	Junction with C. V. R. R.	Waynesboro, Pa.,	17.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$218,204 75	Capital stock,	$110,000 00
Cost of equipment,	16,795 25	Funded debt,	125,000 00
Cash and current assets,	6,089 98	Current liabilities,	149,502 41
Profit and loss,	143,412 43		
Grand total,	$384,502 41	Grand total,	$384,502 41

Digitized by Google

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.

Under laws of what government or state organized: "An act to authorize the formation and regulation of railroad companies," act of the General Assembly of Pennsylvania, approved April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
William J. McKinnie,	Cleveland, O.	W. M. Short, ...	Pittsburgh, Pa.
W. A. Andrews, ...	Pittsburgh, Pa.	W. B. Rodgers, ...	Pittsburgh, Pa.
W. B. Case, ...	Pittsburgh, Pa.	J. R. McCreery, ...	Pittsburgh, Pa.

Postoffice address of general office: 339 Fifth avenue, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	William J. McKinnie, ...	Cleveland, Ohio.
Secretary, ...	W. M. Short, ...	Pittsburgh, Pa.
Auditor, ...	W. B. Case, ...	Pittsburgh, Pa.
General Manager, ...	W. A. Andrews, ...	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Montour Railroad, ...	Montour Junction, ...	Imperial, Pa., ...	11

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$117,029 29	Capital stock, ...	$100,000 00
Cost of equipment, ...	82,970 71	Funded debt, ...	100,000 00
Cash and current assets, ...	18,420 57	Profit and loss, ...	14,041 43
Grand total, ...	$218,420 57	Grand total, ...	$214,041 43

Digitized by Google

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869; supplement, March 17, 1871; charter signed April 3, 1871.
Under laws of what government or state organized: State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
S. D. Thomas,	Springville, Pa.,	January, 1897.
H. K. Sherman,	Springville, Pa.,	January, 1897.
Asin Lathrop,	Montrose, Pa.,	January, 1897.
Paul Billings,	Tunkhannock, Pa.,	January, 1897.
W. E. Little,	Tunkhannock, Pa.,	January, 1897.
J. S. Tarbell,	Montrose, Pa.,	January, 1897.
Abram Luse,	Montrose, Pa.,	January, 1897.
Alonzo P. Blakslee,	Delano, Pa.,	January, 1897.
Charles K. Sayre,	Montrose, Pa.,	January, 1897.
Robert A. Blakslee,	Springville, Pa.,	January, 1897.
Rollin P. Crellin,	White Haven, Pa.,	January, 1897.
M. S. Desaner,	Montrose, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	James I. Blakslee,	Mauch Chunk, Pa.
First Vice President,	Alonzo T. Blakslee,	Delano, Pa.
Secretary,	E. R. Enbody,	Mauch Chunk, Pa.
Treasurer,	Asa P. Blakslee,	Mauch Chunk, Pa.
General Solicitor,	Hon. William M. Post,	Montrose, Pa.
Attorney, or General Counsel,	Clarence E. Little,	Montrose, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Montrose Railway Company,	Tunkhannock,	Montrose,	28

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,486 18	Part paid,	$2,527 21
Cost of equipment,	41,308 13	Capital stock,	304,900 00
Cash and current assets,	1,438 04	Current liabilities,	10,616 05
		Profit and loss,	57,189 09
Grand total,	$375,232 35	Grand total,	$375,232 35

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Laid third rail for a distance of six miles, from Tunkhannock to Casey's Lake.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays a royalty of forty per cent. on gross receipts, with a minimum of $77.08 per month, or $524.96 per annum.

The United States Government pays quarterly an amount based on the weight of mails carried.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Date of organization: July 16, 1842.

Under laws of what government or state organized: State of Pennsylvania, act approved July 16, 1842.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Reading Terminal, Philadelphia,	December, 1896.
James Boyd,	Reading Terminal, Philadelphia,	December, 1896.
Theodore Voorhees,	Reading Terminal, Philadelphia,	December, 1896.
W. R. Taylor,	Reading Terminal, Philadelphia,	December, 1896.
D. Jones,	Reading Terminal, Philadelphia,	December, 1896.
J. M. Landis,	Reading Terminal, Philadelphia,	December, 1896.

Date of last meeting of stockholders for election of directors: December 30, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

Title.	Name.	Postoffice Address.
President,	Joseph S. Harris,	Reading Terminal, Phila.
Secretary,	W. R. Taylor,	Reading Terminal, Phila.
Treasurer,	W. A. Church,	Reading Terminal, Phila.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mount Carbon and Port Carbon Railroad Company.	Mount Carbon,	Port Carbon,	P. & R. R. R. Co.	Lease,	2.50

The Mount Carbon and Port Carbon Railroad Company was leased to the Philadelphia and Reading Railroad Company on March 5, 1860, for a term of fifty years, at an annual rental of $86,250.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$282,815 45	Capital stock,	$282 350 00
Cash and current assets,	2,366 97	Current liabilities,	1,375 94
		Profit and loss,	1,456 48
Grand total,	$285,182 42	Grand total,	$285 182 42

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Date of organization: March, 1891.

Under laws of what government or state organized: General laws of the State of Pennsylvania.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
N. Taylor,	Natalie, Pa.	K. P. Emmons,	St. George, S. I.
J. G. Case,	New York, N. Y.	D. J. Sullivan,	New York, N. Y.
Fred. Miltal,	New York, N. Y.	George W. Moon,	Wilkes-Barre, Pa.
T. S. Vincent,	Danville, Pa.		

Date of last meeting of stockholders for election of directors: March 21, 1895.

Postoffice address of general office: Natalie, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	N. Taylor,	Natalie, Pa.
Vice President,	J. G. Case,	182 Broadway, New York, N. Y.
Secretary,	J. G. Case,	182 Broadway, New York, N. Y.
Treasurer,	F. P. Deitrich,	182 Broadway, New York, N. Y.
Attorney, or General Counsel,	G. W. Moon,	182 Broadway, New York, N. Y.
General Manager,	Henry Vincent,	Natalie, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mt. Carmel and Natalie Railroad Company.	Alaska, Pa.,	Natalie, Pa.,	P. & R. R. R. Co.	20 years' traffic.	7.50

March 20, 1891, traffic based upon division of tolls for 20 years from March 20, 1891.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$124,249 30	Capital stock,	$175,000 00
Cash and current assets,	321,303 11	Funded debt,	175,000 00
Profit and loss,	40,669 48	Current liabilities,	136,221 89
Grand total,	$486,221 89	Grand total,	$486,221 89

MT. JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.

Under laws of what government or state organized: General act approved April 4, 1868, and supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Elisha K. Kane,	Kushequa, Pa.,	January 18, 1897.
Thomas L. Kane,	Kane, Pa.,	January 18, 1897.
Evan O. N. Kane,	Kane, Pa.,	January 18, 1897.
J. D. Magowan,	Kane, Pa.,	January 18, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.

Postoffice address of general office: Kushequa, Pa.

Postoffice address of operating office: Kushequa, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha K. Kane,	Kushequa, Pa.
Secretary,	Thomas L. Kane,	Kane, Pa.
Treasurer,	Z. E. Kane,	Kushequa, Pa.
Auditor,	A. B. Cody,	Kushequa, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Mt. Jewett, Kinzua and Riterville Railroad.	Mt. Jewett, ...	Camp Halsey, ...	5.00
	Kushequa, ...	Gaffney's, ...	1.08
	McAmbley's Junc., ..	McAmbley's, ...	.50
	Pin Town, ...	Pond, ...	.50
	Pin Town, ...	Clothes-pin factory, .	.25
	Main line, ...	Kushequa yard, ...	.25
	Main line, ...	Planing mill, ...	.07
	Main line, ...	Barn, ...	.13
Kinzua, Hemlock Railroad, ...	Camp Halsey, ...	Westline, ...	8.50
	Pine Run, ...	Lafayette Road, ...	.82
	Tally-Ho, ...	Gust Lantz's, ...	.75
	Westline, ...	Thundershower, ...	.15
	Long Run, ...	Camp Run, ...	.13
	Main line, ...	Windfall, ...	2.18
	Westline, ...	Westline mill, ...	.40
Total mileage, ...	.....	.....	20.76

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$77,670 30	Capital stock, ...	$10,000 00
Stocks owned, ...	65,950 00	Funded debt, ...	60,000 00
Cash and current assets, ...	31,873 48	Current liabilities, ...	30,470 59
Other assets:		Accrued interest on funded debt not yet payable, ...	650 00
Materials and supplies, ...	119 14	Profit and loss, ...	4,492 33
Grand total, ...	$175,612 92	Grand total, ...	$175,612 92

IMPORTANT CHANGES DURING THE YEAR.

Extension of branch lines, .08 miles.

CONTRACTS, AGREEMENTS, ETC.

The mails are carried from Mt. Jewett to Kushequa and return for Elisha K. Kane, subcontractor of Star route. This company receiving $10.00 per month, total compensation under his contract.

The mails are carried from Kushequa to Westline and return for Elisha K. Kane, contractor, three time per week. This company receives $78.00 per annum, total compensation under his contract.

We have traffs in force with the B. R. & P. Ry. Co. and the Erie Railroad Company, allowing us proportions of the through rate which vary according to the length of haul received by the B. R. & P. Ry. Co. and the Erie Railroad Company, and the destination. We have a contract to ship such freight as far as lawfully may be, by Erie Railroad, provided the rates are the same by that road.

We have a contract with Kushequa store by which we transport their market car three times a week from Kushequa to Westline and return at a compensation of $48.00 per month.

Digitized by Google

MT. JEWETT AND SMETHPORT RAILROAD COMPANY.

Date of organization: May 23, 1892.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

Articles of association and charter being recorded in the recorder's office of McKean county on March 31, 1893, in miscellaneous book 20 at pages 339, etc.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
B. F. Hazleton,	Bradford, Pa.,	Second Monday of January, 1897.
E. E. Tait,	Bradford, Pa.,	Second Monday of January, 1897.
E. F. Clark,	Bradford, Pa.,	Second Monday of January, 1897.
F. P. Hazleton,	Bradford, Pa.,	Second Monday of January, 1897.
T. P. Thompson,	Bradford, Pa.,	Second Monday of January, 1897.
C. D. Purple,	Lamberton, N. Y.,	Second Monday of January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating office: Bradford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	B. F. Hazleton,	Bradford, Pa.
Vice President,	E. F. Clark,	Bradford, Pa.
Secretary,	F. P. Hazleton,	Bradford, Pa.
Treasurer,	E. E. Tait,	Bradford, Pa.
General Solicitor, Attorney or General Counsel,	Tait and Swartz,	Bradford, Pa.
Auditor,	F. P. Hazleton,	Bradford, Pa.
General Manager,	E. F. Clark,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mt. Jewett and Smethport Railroad Company.	Mt. Jewett, Pa.,	Gallup, Pa.,	7.6

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$63,581 55	Capital stock,	$150,000 00
Cost of equipment,	13,050 76	Current liabilities,	40 75
Cash and current assets,	29,940 53	Profit and loss,	6,632 49
Due on capital stock,	78,000 00		
Grand total,	$156,673 24	Grand total,	$156,673 24

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Two and six-tenths miles of new main line constructed this year.

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
Under laws of what government or state organized: Under general railroad law.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
B. F. Owen,	Reading, Pa.,	January, 1897.
James Nolan,	Reading, Pa.,	January, 1897.
S. E. Ancona,	Reading, Pa.,	January, 1897.
Jesse G. Hawley,	Reading, Pa.,	January, 1897.
Thomas P. Merritt,	Reading, Pa.,	January, 1897.
Frank S. Livingood,	Reading, Pa.,	January, 1897.
M. B. McKnight,	Reading, Pa.,	January, 1897.
Daniel H. Wingerd,	Reading, Pa.,	January, 1897.
William R. McIlvain,	Reading, Pa.,	January, 1897.
H. A. Muhlenberg,	Reading, Pa.,	January, 1897.
J. G. Leinbach,	Reading, Pa.,	January, 1897.
John Barbey,	Reading, Pa.,	January, 1897.
Matthias Moyer,	Reading, Pa.,	January, 1897.
Fred. Goetz,	Reading, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: 536 Court street, Reading, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	B. F. Owen,	Reading, Pa.
First Vice President,	Matthias Moyer,	Reading, Pa.
Secretary and Treasurer,	Frank P. Livingood,	Reading, Pa.
General Solicitor,	H. A. Muhlenberg,	Reading, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mt. Penn Gravity Railroad Company,	Mineral Spring, Park Station.	Mineral Spring, Park Station.	8

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$115,389 89	Capital stock,	$100,000 00
Cost of equipment,	29,488 95	Funded debt,	99,400 00
Cash and current assets,	134 65	Current liabilities,	1,800 00
Profit and loss,	56,186 51		
Grand total,	$201,200 00	Grand total,	$201,200 00

IMPORTANT CHANGES DURING THE YEAR.

Bonds deposited as collateral in 1894, withdrawn and issued at 75 per cent. of par; that is, $40,000 is the amount issued. Realized $29,550 on sale, leaving bonds to the amount of $300, in our possession.

MT. PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

Under laws of what government or State organized: State of Pennsylvania, acts February 19, 1849, April 6, 1870.

Operated by Pittsburgh and Connellsville Railroad Company, lessee, which company is operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. B. D. Meeds,	Pittsburgh, Pa.,	First Monday, January, 1897.
W. C. Magee,	Pittsburgh, Pa.,	First Monday, January, 1897.
J. B. Jackson,	Pittsburgh, Pa.,	First Monday, January, 1897.
J. D. Callery,	Pittsburgh, Pa.,	First Monday, January, 1897.
S. L. Shoemaker,	Pittsburgh, Pa.,	First Monday, January, 1897.
C. A. Painter,	Pittsburgh, Pa.,	First Monday, January, 1897.
O. P. Shupe,	Mt. Pleasant, Pa.,	First Monday, January, 1897.
A. R. Banning,	Connellsville, Pa.,	First Monday, January, 1897.
John D. Frisbee,	Connellsville, Pa.,	First Monday, January, 1897.
C. F. Mayer,	Baltimore, Md.,	First Monday, January, 1897.
Orland Smith,	Baltimore, Md.,	First Monday, January, 1897.
J. H. Pierce,	McKeesport, Pa.,	First Monday, January, 1897.

Date of last meeting of stockholders for election of directors: January 6, 1896.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary and Treasurer,	A. W. Black,	Pittsburgh, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mt. Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.	Mt. Pleasant, Pa.	B. & O. R. R. Co.	Lease, ...	9.70

Operated by Baltimore and Ohio Railroad Company by virtue of lease of Pittsburgh and Connellsville Railroad Company, the lessee of this company. Lease dated January 2, 1871, for ninety-nine years.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$203,983 07	Capital stock, ...	$150,500 00
Cash and current assets, ...	642,298 08	Profit and loss, ...	695,781 15
Grand total, ...	$846,281 15	Grand total, ...	$846,281 15

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.

Under laws of what government or state organized: Incorporated under laws of Pennsylvania, a supplement passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. C. Frick, ...	Pittsburgh, Pa., ...	January 14, 1896.
John Walker, ...	Pittsburgh, Pa., ...	January 14, 1896.
H. M. Curry, ...	Pittsburgh, Pa., ...	January 14, 1896.
W. F. McCook, ...	Pittsburgh, Pa., ...	January 14, 1896.
G. B. Bosworth, ...	Pittsburgh, Pa., ...	January 14, 1896.
John G. A. Leishman, ...	Pittsburgh, Pa., ...	January 14, 1896.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: P. O. Box 250, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	H. C. Frick, ...	Pittsburgh, Pa.
Secretary and Treasurer, ...	G. B. Boswoth, ...	Pittsburgh, Pa.
Attorney, or General Counsel, ...	W. F. McCook, ...	Pittsburgh, Pa.

14--9--96

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line of each road named.
	From—	To—	
Mt. Pleasant and Latrobe Railroad Company.	Mt. Pleasant, Pa., ...	Texas branch to West. Pa. R. R.	3651 5280

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$13,030 34	Capital stock, ... Profit and loss, ...	$13,000 00 30 34
Grand total, ...	$13,030 34	Grand total, ...	$13,030 34

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.

Under laws of what government or state organized: General laws of the State of Pennsylvania, approved April 4, 1868, and supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel Rea, ...	Philadelphia, Pa., ...	Second Tuesday in May, 1897.
John P. Green, ...	Philadelphia, Pa., ...	Second Tuesday in May, 1897.
William H. Barnes, ...	Philadelphia, Pa., ...	Second Tuesday in May, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	Second Tuesday in May, 1897.
Amos R. Little, ...	Philadelphia, Pa., ...	Second Tuesday in May, 1897.
J. C. Bright, ...	Pottsville, Pa., ...	Second Tuesday in May, 1897.
N. Parker Shortridge, ...	Wynnewood, Pa., ...	Second Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 14, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Frederick W. Schwarz, ...	Philadelphia, Pa.
Treasurer, ...	J. S. Vanzandt, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Nescopec Railroad Company.	Nescopec Jc., Pa.	Rock Glen Jc., Pa.	The Penna. R. R. Co.	Resolutions of board.	11.96

Operated by the Pennsylvania Railroad Company, under resolutions adopted by the board of directors of each company. Rental, net earnings. This agreement went into effect April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$460,395 28	Capital stock,	$259,000 00
Profit and loss,	99,849 26	Funded debt,	200,000 00
		Current liabilities,	101,244 54
Grand total,	$560,244 54	Grand total,	$560,244 54

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.

Under laws of what government or state organized: State of Pennsylvania, special act of May 14, 1861.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
F. R. Cope,	Philadelphia,	Second Monday in January.
Effingham B. Morris,	Philadelphia,	Second Monday in January.
G. S. Harris,	Philadelphia,	Second Monday in January.
E. W. Clark,	Philadelphia,	Second Monday in January.
P. C. Garrett,	Philadelphia,	Second Monday in January.
Edward Lewis,	Philadelphia,	Second Monday in January.
S. Dickson,	Philadelphia,	Second Monday in January.
E. Hill,	Philadelphia,	Second Monday in January.
George C. Thomas,	Philadelphia,	Second Monday in January.
J. Bayard Henry,	Philadelphia,	Second Monday in January.
R. W. Massey, Jr.,	Philadelphia,	Second Monday in January.
Charlemange Tower,	Philadelphia,	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 142 Liberty street, New York.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	L. A. Riley,	Philadelphia, Pa.
Secretary and Treasurer,	C. F. Howell,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Nesquehoning Valley Railroad.	Nesquehoning Jc.	Tamanend,	C. R. R. Co. of N. J.	Lease	16.66

The Nesquehoning Valley Railroad is leased to the Lehigh Coal and Navigation Company for a term of 999 years, from November 4, 1868. It was sub-leased by that company to the Central Railroad Company of New Jersey, who operate the road and pay as rental therefor one-third of the gross receipts.

The Lehigh Coal and Navigation Company pay the Nesquehoning Valley Railroad Company as rental under the lease of November 4, 1868, a guaranteed dividend of five per cent. per annum on the capital stock, with the right of merger, or option to pay off the capital stock at par September 1, 1904.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,420,238 33	Capital stock,	$1,418,600 00
Cash and current assets,	261 77	Current liabilities,	1,900 10
Grand total,	$1,420,500 10	Grand total,	$1,420,500 10

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.

Under laws of what government or state organized: Act of April 4, 1868, and act supplementary thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George Brooke,	Birdsboro, Pa.,	June 28, 1897.
George F. Baer,	Reading, Pa.,	June 28, 1897.
William D. Smith,	Reading, Pa.,	June 28, 1897.
W. F. Wootten,	Reading, Pa.,	June 28, 1897.
Henry T. Kendall,	Reading, Pa.,	June 28, 1897.
Paul D. Millholland,	Reading, Pa.,	June 28, 1897.

Date of last meeting of stockholders for election of directors: June 27, 1896.

Postoffice address of general office: No. 536 Penn street, Reading, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	R. T. Leaf,	Reading, Pa.
Secretary,	H. C. Holder,	Reading, Pa.
Treasurer,	D. W. Stehman,	Reading, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Neversink Mountain Railroad Company,	Ninth and Penn st., Reading, Pa.	Klaperthal,	8

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$149,300 85	Capital stock,	$100,000 00
Cost of equipment,	65,619 09	Funded debt,	59,000 00
Stocks owned,	24,000 00	Current liabilities,	109,174 50
Lands owned,	11,972 31	Real estate mortgages,	5,500 00
Cash and current assets,	1,854 07		
Profit and loss,	20,918 18		
Grand total,	$273,674 50	Grand total,	$273,674 50

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1862.

Under laws of what government or state organized: Pennsylvania, act of February 6, 1862; supplements February 17, 1863; April 20, 1864; April 9, 1869.

Operated by the Pennsylvania Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. T. Brooks,	Salem, O.,	January 13, 1897.
John E. Davidson,	Pittsburgh, Pa.,	January 13, 1897.
John W. Renner,	Pittsburgh, Pa.,	January 13, 1897.
L. L. Gilbert,	Pittsburgh, Pa.,	January 13, 1897.
B. H. Ruble,	Pittsburgh, Pa.,	January 13, 1897.
William Patterson,	New Castle, Pa.,	January 13, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	James McCrea,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
New Castle and Beaver Valley Railroad.	New Castle, Pa.	Homewood, Pa.	Penna. Company,	Lease,	14.98

June 29, 1865, leased to the Pittsburgh, Fort Wayne and Chicago Railway Company, at a rental of 40 per cent. of gross earnings.

Operated by Pennsylvania Company, lessee of the Pittsburgh, Fort Wayne and Chicago Railway.

The lease is for 99 years, from July 1, 1865.

A majority of the capital stock is owned by the lessee (Pennsylvania Company).

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$700,000 00	Capital stock,	$700,000 00
Lands owned,	900 43	Profit and loss,	52,262 92
Cash and current assets,	51,362 49		
Grand total,	$752,262 92	Grand total,	$752,262 92

PENNSYLVANIA COMPANY, OPERATING THE NEW CASTLE AND BEAVER VALLEY RAILROAD.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Castle and Beaver Valley Railroad,	Homewood, Pa.,	New Castle, Pa.,	14.98

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom, of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts, and pays a proportion of the expenses of the telegraph line located on the line of the New Castle and Beaver Valley Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its receipts at sundry stations for privileges and facilities granted thereat.

NEW CASTLE AND BUTLER RAILWAY COMPANY.

Date of organization: September, 1881.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
M. S. Marquis,	New Castle, Pa.,	June, 1897.
W. E. Reis,	New Castle, Pa.,	June, 1897.
W. H. Marquis,	New Castle, Pa.,	June, 1897.

Date of last meeting of stockholders for election of directors: June, 1896.
Postoffice address of general office: New Castle, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	M. S. Marquis,	New Castle, Pa.
First Vice President,	W. E. Reis,	New Castle, Pa.
Second Vice President,	Ed. Ohl,	New Castle, Pa.
Secretary,	F. W. Marquis,	New Castle, Pa.
Treasurer,	W. H. Marquis,	New Castle, Pa.
General Solicitor,	George Greer,	New Castle, Pa.
Attorney, or General Counsel,	Hon. A. L. Hazen,	New Castle, Pa.
General Manager,	George B. Berger,	New Castle, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Castle and Butler Railway Co.,	New Castle, Pa.,	Mineral Ridge, Pa.,	2½

Digitized by Google

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.
Under laws of what government or state organized: Laws of Pennsylvania.
Operated by the Erie Railroad, operating N. Y., P. & O. R. R. Co.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George W. Johnston,	New Castle, Pa.,	May 1, 1897.
Leander Raney,	New Castle, Pa.,	May 1, 1897.
M. S. Marquis,	New Castle, Pa.,	May 1, 1897.
William Patterson,	New Castle, Pa.,	May 1, 1897.
Samuel W. Dana,	New Castle, Pa.,	May 1, 1897.
Earl A. Wheeler,	Sharon, Pa.,	May 1, 1897.
Charles E. Whitehead,	New York city,	May 1, 1897.
E. B. Thomas,	New York city,	May 1, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: New Castle, Pa.

OFFICERS.

Title.	Name.
President,	George W. Johnson.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Castle and Shenango Valley Railroad Company.	New Castle, Pa.,	West Middlesex, Pa.,	16.20

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The New Castle and Shenango Valley Railroad Company is leased by the New York, Pennsylvania and Ohio Railroad Company for a term of ninety-three years and two months, from March 1, 1889, to April 30, 1892, and is operated by the Erie Railroad, lessor of the New York, Pennsylvania and Ohio Railroad Company, as per lease dated March 1, 1889. Thirty-two per cent. of the gross earnings of the New Castle and Shenango Valley Railroad Company to be paid it as rental, said thirty-two per cent. guaranteed to be equal to $15,000 per annum. Said Erie Railroad and New York, Pennsylvania and Ohio Railroad to pay that amount annually to the Farmers' Loan and Trust Company, to meet the interest on the bonded debt.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$541,093 40	Capital stock,	$292,450 00
Cash and current assets,	40	Funded debt,	250,000 00
Other assets:		Current liabilities,	298 58
Sundries,	1,654 78	Profit and loss,	3,392 77
Profit and loss,	3,392 77		
Grand total,	$546,141 35	Grand total,	$546,141 35

NEW HAVEN AND DUNBAR RAILROAD COMPANY.

Date of organization: November 22, 1892.

Under laws of what government or state organized: By authority of the State of Pennsylvania, of act approved June 8, 1874, and acts supplemental thereto.

DIRECTORS.

Names.	Postoffice Address.
Charles H. Kimball,	Dunbar, Pa.
Rodman Wister,	672 Bullitt Building, Philadelphia.
Frank A. Hill,	Bullitt Building, Philadelphia.
John N. M. Shimer,	672 Bullitt Building, Philadelphia.
Walter C. Harris,	752 Bullitt Building, Philadelphia.

Postoffice address of general office: 672 Bullitt Building, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John N. M. Shimer,	672 Bullitt Bldg., Phila.
Secretary,	Walter C. Harris,	Bullitt Building, Phila.
Treasurer,	Frank A. Hill,	Bullitt Building, Phila.
Attorney, or General Counsel,	Samuel Dickson,	Bullitt Building, Phila.
General Manager,	Charles McCrery,	Dunbar, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Haven and Dunbar Railroad Co.,	B. & O. R. R. Jc.,	Deer Lick Ford,	2.30
	S. W. Penn. R. R.	Irishtown Run,	.62
	Dunbar Furnace Company stock house.	Limestone,	1.47
	Sidings,		4.80
Total mileage,			9.19

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,420 23	Capital stock,	$8,000 00
Cost of equipment,	9,732 80	Current liabilities,	18,644 41
Cash and current assets,	6,540 48		
Profit and loss,	950 90		
Grand total,	$26,644 41	Grand total,	$26,644 41

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.
Under laws of what government or state organized: By the general law.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. H. Bechtel,	Cincinnati, O.,	Second Tuesday of January, 1897.
W. H. Gault,	Newport, Pa.,	Second Tuesday of January, 1897.
B. M. Eby,	Newport, Pa.,	Second Tuesday of January, 1897.
George Fleisher,	Newport, Pa.,	Second Tuesday of January, 1897.
James Everhart,	Newport, Pa.,	Second Tuesday of January, 1897.
James A. Gray,	Elliottsburg, Pa.,	Second Tuesday of January, 1897.
Dr. B. P. Hook,	Loysville, Pa.,	Second Tuesday of January, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.
Postoffice address of general office: Newport, Perry county, Pa.
Postoffice address of operating office: Newport, Perry county, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	David Gring,	Newport, Pa.
Vice President,	H. H. Bechtel,	Cincinnati, O.
Secretary,	Horace Heard,	Newport, Pa.
Treasurer,	C. K. Miller,	Newport, Pa.
General Solicitor,	W. H. Sponsler,	McKeesport, Pa.
Auditor,	C. K. Miller,	Newport, Pa.
General Manager,	David Gring,	Newport, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Newport and Sherman's Valley Railroad.	Newport, Pa.,	New Germantown,	30.67

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$300,009 93	Capital stock,	$131,413 41
Cost of equipment,	49,401 45	Funded debt,	141,555 00
Cash and current assets,	2,316 82	Current liabilities,	79,840 46
Profit and loss,	1,080 67		
Grand total,	$352,808 87	Grand total,	$352,808 87

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company for forty per cent. of earnings.
Postoffice department for usual compensation.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

(J. G. McCullough and E. B. Thomas, Receivers for 5 months.)

Date of organization: Certificate filed April 27, 1878. Receivers appointed July 26, 1893.
Under laws of what government or state organized: Under general railroad act of the state of New York, dated April 2, 1850.

DIRECTORS.

Names.	Postoffice Address.
John King,	Unknown.
J. G. McCullough,	88 Park avenue, New York.
Ogden Mills,	2 East Sixty-ninth street, New York.
J. Lowber Welsh,	Philadelphia, Pa.
Abram S. Hewitt,	9 Lexington avenue, New York.
William Whitewright,	16 West Twenty-second street, New York.
William A. Wheelock,	13 West Forty-eighth street, New York.
Alexander E. Orr,	102 Remsen street, Brooklyn.
Henry H. Cook,	1 East Seventy-eighth street, New York.
Morris K. Jessup,	197 Madison avenue, New York.
George W. Quintard,	928 Fifth avenue, New York.
William Libbey,	Fort George, N. Y.
Cortlandt Parker,	Newark, N. J.
James J. Goodwin,	45 West Thirty-fourth street, New York.
William H. Gilchrist,	Winsor Hotel, New York.
E. B. Thomas,	175 West Fifty-eighth street, New York.

Date of last meeting of stockholders for election of directors: Last Tuesday November, 1896.
Postoffice address of general office: P. O. Box 839, N. Y.
Postoffice address of operating office: P. O. Box 839, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
Receivers,	J. G. McCullough and E. B. Thomas.	21 Courtlandt st., New York city.
President,	E. B. Thomas,	21 Courtlandt st., New York city.
Third Vice President,	A. Donaldson,	21 Courtlandt st., New York city.
Secretary,	A. R. Macdonough,	21 Courtlandt st., New York city.
Treasurer,	Edward White,	21 Courtlandt st., New York city.
Attorney,	H. Schoonmaker,	21 Courtlandt st., New York city.
Auditor,	W. Farrington,	21 Courtlandt st., New York city.
Auditor of Traffic,	E. P. Campbell,	21 Courtlandt st., New York city.
Auditor of Disbursements,	N. S. Ratter,	21 Courtlandt st., New York city.
Chief Engineer,	C. W. Berchholz,	21 Courtlandt st., New York city.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
East of Salamanca.			
New York, Lake Erie and Western Railroad Company.	Pierpont, N. Y.,	Dunkirk, N. Y.,	446.63
Newburgh branch,	Greycourt, N. Y.,	Newburgh, N. Y.,	18.73
Newburgh and New York Railroad,	Newburgh Jc., N. Y.,	Valls Gate Jc., N. Y.	12.61
Buffalo branch,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92
Erie International Railroad,	Buffalo, N. Y.,	Inter-Bridge, N. Y.,	4.60
Erie and Black Rock Railroad,	Inter-Junction, N. Y.,	Black Rock, N. Y.,	1.14
Conesus Lake Railroad,	South Lima, N. Y.,	Lakeville, N. Y.,	1.61
Edgerton branch,	Mayfield, Pa.,	Edgerton, Pa.,	2.50
Bergen and Dundee Railroad,	Garfield, N. J.,	Dundee, N. J.,	2.45
Moosic Mountain and Carbondale,	Winton, Pa.,	Marshwood, Pa.,	4.21
Long Dock Railroad Patterson and Hudson Railway, Patterson and Ramapo Railroad and Union Railroad.	Jersey City, N. J.,	Suffern, N. Y.,	31.24
Newark and Hudson Railroad,	Bergen, N. J.,	Newark, N. J.,	5.62
Paterson and Newark Railroad,	Newark, N. J.,	Paterson, N. J.,	11.32
Northern Railroad of New Jersey,	Bergen Jc., N. J.,	Nyack,	26.07
Bergen County Railroad,	Rutherford Jc., N. J.,	Ridgewood Jc., N. J.,	9.82
Goshen and Deckertown Railroad,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64
Montgomery and Erie Railroad,	Goshen, N. Y.,	Montgomery, N. Y.,	10.42
Middletown and Crawford Railroad,	Crawford Jc., N. Y.,	Pine Bush, N. Y.,	10.22
Hawley branch,	Lackawaxen, Pa.,	Hawley, Pa.,	15.61
Jefferson Railroad, Honesdale branch,	Hawley, Pa.,	Honesdale, Pa.,	8.18
Jefferson Railroad, Carbondale branch,	Lanesboro, Pa.,	Carbondale, Pa.,	36.51
Weehawken branch,	Jersey City, N. J.,	Weehawken, N. J.,	3.44
Buffalo, New York and Erie Railroad,	Painted Post, N. Y.,	Buffalo, N. Y.,	140.25
Rochester and Genese Valley Railroad,	Avon, N. Y.,	Rochester, N. Y.,	18.40
Avon, Genese and Mt. Morris Railroad,	Avon, N. Y.,	Mt. Morris, N. Y.,	17.70
Suspension Bridge and Erie Junction Railway.	Suspension Bridge, N. Y.	East Buffalo, N. Y.,	24.01
Lockport and Buffalo Railroad,	Lockport, N. Y.,	Tonawanda, N. Y.,	15.12
Buffalo, Bradford and Pittsburgh Railroad.	Carrollton, N. Y.,	Gilesville, Pa.,	26.17
New York, Lake Erie and Western Coal and Railroad.	Crawford Junc., Pa.,	Johnsonburg, Pa.,	31.04
West branch,	Bradford, Pa.,	Sugar Run, Pa.,	10.84
Buffalo and South Western Railway,	B. C. R. R. Jc., N. Y.	Jamestown, N. Y.,	66.36
Toby branch,	Brockwayville, Pa.,	Toby Mines, Pa.,	12.00
Daguscahonda Railroad,	Daguscahonda, Pa.,	Dagus Mines, Pa.,	5.50
Brockport and Shawmut,	Brockport, Pa.,	Shawmut, Pa.,	3.75
West of Salamanca.			
N. Y., B. & O. R. R.,	Sala, N. Y.,	Dayton, O.,	328.04
Franklin branch,	Buchanan Junc., Pa.,	Oil City, Pa.,	33.78
Silver Creek branch,	Silver Creek Jc., O.,	Coal Mine, O.,	7.77
Sharon Railway,	Pymatuning, Pa.,	Sharon, Pa.,	7.93
Middlesex branch,	Terrona Junc., Pa.,	West Middlesex, Pa.,	6.86
Sharpsville branch,	Boyes Junc., Pa.,	Sharpsville, Pa.,	1.55
Westerman Railroad,	Sharon, Pa.,	Pa. and Ohio State Line.	2.09
New Castle and Shenango Valley Railroad.	West Middlesex, Pa.,	New Castle, Pa.,	16.73
Cleveland and Mahoning Valley Railroad.	Cleveland, O.,	Pa. and Ohio State Line.	80.81
Lisbon branch,	Niles, O.,	3 miles south, Lisbon, Ohio.	36.25
Liberty and Vienna branch,	Moses Junc., O.,	Vienna, O.,	6.80
Youngstown and Austintown,	Youngstown, O.,	Leadville, O.,	3.78
Tippecanoe branch,	McClay Junc., O.,	Tippecanoe, O.,	6.09
Total mileage,			1,765.62

Digitized by Google

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

Under laws of what government or state organized: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to the present title by the decree of court of Pennsylvania June 28, 1881.

Originally organized under special act of Pennsylvania Assembly, April 8, 1870.

Operated by Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
E. B. Thomas, ...	P. O. Box 839, N. Y. city.	W. A. May, ...	Scranton, Pa.
J. Lowber Welsh, ...	Philadelphia, Pa.	C. V. Merrick, ...	Bradford, Pa.
A. Donaldson, ...	P. O. Box 839, N. Y. city.	D. H. Jack, ...	Bradford, Pa.
A. R. Macdonough, ..	P. O. Box 839, N. Y. city.		

Date of last meeting of stockholders for election of directors: Second Monday in June, 1895.

Postoffice address of general office: P. O. Box 839, New York city.

Postoffice address of operating office: P. O. Box 839, New York city.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	J. Lowber Welsh, ...	Philadelphia, Pa.
Secretary, ...	A. R. Macdonough, ...	21 Courtlandt st., New York city.
Treasurer, ...	Edward White, ...	21 Courtlandt st., New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
N. Y., L. E. & W. C. & R. R. Co.	Crawford Jc., Pa.,	Johnsonburg, Pa.,	Erie Railroad Co., ...	29.92
Alton Loop, ...	Alton, ...	Riderville, ...	Erie Railroad Co., ...	1.126
Toby branch, ...	Brockwayville, Pa.	Toby Mines, Pa., ..	Erie Railroad Co., ...	12
Daguscahonda and Elk Railway	Daguscahonda, Pa.,	Dagus Mines, Pa.,	Erie Railroad Co., ...	5.50
Total mileage, ..	.....	.....	.....	48.546

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,230,188 66	Capital stock,	$500 000 00
Roberts' lot spur,	6,239 04	Funded debt,	3,000 000 00
Brockport and Shawmut,	21,195 26		
Hazleton branch,	580 03		
Lands owned,	509,390 21		
Cash and current assets:			
N. Y., L. E. and W. R. R. Co., and receivers,	359,557 85		
North Western Mining and Ex. Co.,	203,993 69		
Erie Railroad Company,	446 57		
Profit and loss,	168,408 59		
Grand total,	$3,500,000 00	Grand total,	$3,500,000 00

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY.

Date of organization: November 23, 1880.

Under laws of what government or state organized: State of Pennsylvania, general railroad law of 1868, etc.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western Railway, of New York, October 23, 1883; which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William R. Storrs,	Scranton,	Until next election.
James Archbald,	Scranton,	Until next election.
Garret Bogart,	Scranton,	Until next election.
James W. Fowler,	Scranton,	Until next election.
Robert McKenna,	Scranton,	Until next election.
John F. Snyder,	Scranton,	Until next election.
Walter Dawson,	Scranton,	Until next election.

Date of last meeting of stockholders for election of directors: November 11, 1890.

Postoffice address of general office: Scranton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	William F. Hallstead,	Scranton, Pa.
Secretary,	Fred. F. Chambers,	New York city.
Treasurer,	Frederick H. Gibben,	New York city.
General Manager,	William F. Hallstead,	Scranton, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
New York, Lackawanna and Western Railway Company.	Crossing Pennsylvania and New York State line three times into and through the townships of Athens and South Waverly, county of Bradford, Pa.		6.41

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under laws of New York, Pennsylvania, Ohio, Indiana and Illinois. As this is a consolidated company, further information is given in answer to question four.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above named and composed of constituent companies in the several states, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with the Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with the Secretary of State March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to wit: General railroad law of New York, entitled "An act to authorize the formation of railroad companies and to regulate the same," passed April 2, 1850. In Pennsylvania, "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868. In Ohio, sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named, to which reference is made as follows: In New York, chapter 917 of the laws of 1869, entitled "An act authorizing the consolidation of certain railroad companies." In Pennsylvania, "An act supplementary to an act regulating railroad companies," approved the 17th day of February, A. D. 1849; approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five states above named, respectively, bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company, of New York, whose articles of association were filed with the Secretary of State June 22, 1887. The Erie and State Line Railroad Company, of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with the Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with the Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with the Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above named consolidated company with constituent companies in Ohio and

Digitized by Google

Indiana filed with the Secretary of State September 28, 1887. Lease of Chicago and State Line Railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company, dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company, which does not keep up an independent organization for the purpose of distributing income, the lease is treated as effecting a consolidation in fact. Consolidation was affected under the laws of the several states referred to above, except the lease of the Chicago and State Line Railroad Company, which was made by authority of chapter 114, section 34, of revised statutes of Illinois, and section 3973 of revised statutes of Indiana.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William K. Vanderbilt,	New York, N. Y.,	May, 1897.
Cornelius Vanderbilt,	New York, N. Y.,	May, 1897.
Fred. W. Vanderbilt,	New York, N. Y.,	May, 1897.
H. McK. Twombly,	New York, N. Y.,	May, 1897.
John S. Kennedy,	New York, N. Y.,	May, 1897.
James A. Roosevelt,	New York, N. Y.,	May, 1897.
Frederick P. Olcott,	New York, N. Y.,	May, 1897.
Chauncey M. Depew,	New York, N. Y.,	May, 1897.
Allyn Cox,	New York, N. Y.,	May, 1897.
S. R. Callaway,	Cleveland, O.,	May, 1897.
Samuel E. Williamson,	Cleveland, O.,	May, 1897.
Ralph W. Hickox,	Cleveland, O.,	May, 1897.
Charles M. Reed,	Erie, Pa.,	May, 1897.

Date of last meeting of stockholders for election of directors: May 6, 1896.
Postoffice address of general office: Cleveland, O.
Postoffice address of operating office: Cleveland, O.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	William K. Vanderbilt,	New York, N. Y.
President,	S. R. Callaway,	Cleveland, O.
Secretary and Treasurer,	Allyn Cox,	New York, N. Y.
Assistant Treasurer,	H. Hammersly,	Cleveland, O.
General Counsel,	Samuel E. Williamson,	Cleveland, O.
Auditor,	James P. Curry,	Cleveland, O.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line Owned.			
New York, Chicago and St. Louis Railroad Company.	Buffalo, N. Y., A point in the city of Dunkirk, N. Y.	A point in the village of Silver Creek, N. Y. Boundary line between State of Indiana and Illinois.	494.72
Branches.			
Line Operated Under Lease, Contract or Otherwise.			
Spurs,			9.23
Lake Shore and Michigan Southern Railway.	A point in the village of Silver Creek, N. Y.	A point in the city of Dunkirk, N. Y.	7.84
Chicago and State Line Railroad,	Boundary line between States of Indiana and Illinois.	Grand Crossing, Ill.,	8.96
Under Trackage Rights.			
Erie Railroad,	In Buffalo, N. Y.,		1.60
Lake Shore and Michigan Southern Railway.	Grand Crossing, Ill.,	Chicago, Ill.,	8.40
Total mileage,			531.75

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$46,086,157 92	Capital stock,	$30,000 000 00
Cost of equipment,	3,720,846 50	Funded debt,	19,425,000 00
Cash and current assets,	822,770 64	Current liabilities,	575,137 01
Other assets:		Accrued interest on funded debt not yet payable,	194,250 00
Material and supplies,	188,787 76	Accrued equipment rental not yet payable,	70,500 00
		Sinking fund account,	541,896 70
		Profit and loss,	11,779 11
Grand total,	$50,818,562 82	Grand total,	$50,818,562 82

IMPORTANT CHANGES DURING THE YEAR.

Spur tracks to private firms were increased 1.43 miles.

Changed location of depot in Chicago decrease mileage, .50 miles.

CONTRACTS, AGREEMENTS, ETC.

Express companies: National terms. We receive forty per cent. of the National Express Company's gross earnings upon this road, provided same shall not be less per month than $100.00 per day, excluding Sundays. If the percentage does not equal in any one month $100.00 per day, excluding Sundays, then that amount shall be paid by the express company.

Mails: The annual compensation allowed this company for the transportation of mails by the United States Government is $28,521.27.

Sleeping car companies: Wagner Palace Car Company terms: We pay them one and one-half cents per mile on all mileage made by their cars on this road.

Fast freight lines: Lackawanna Line, Nickle Plate Line, Traders' Despatch, Interstate Despatch, White Line Central Transit Company are all co-operative lines owned by the companies over whose roads they run.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: August 1, 1883.

Under laws of what government or state organized: General railroad laws, State of Pennsylvania, dated March 24, 1865.

Operated by Addison and Pennsylvania Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
T. C. Platt,	49 Broadway, New York,	
Frank M. Baker,	Owego, N. Y.,	
L. R. Gale,	Galeton, Pa.,	
Arthur Clinton,	Elmira, N. Y.,	
Fred. F. Smith,	Elkland, Pa.,	
S. A. Weeks,	Elkland, Pa.,	
R. Howland,	Elkland, Pa.,	
J. C. Dulso,	Elkland, Pa.,	
C. H. Allen,	Elkland, Pa.,	
C. L. Pattison,	Elkland, Pa.,	Deceased.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Elkland, Pa.

Postoffice address of operating office: Addison, N. Y.

15—9—96.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	C. L. Pattison,	Elkland, Pa. (deceased).
Vice President,	T. C. Platt,	49 Broadway, New York.
Treasurer,	A. H. Howe,	49 Broadway, New York.
General Superintendent,	Frank M. Baker,	Addison, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New York and North Pennsylvania Railroad.	Gaines, Pa.,	Galeton, Pa.,	5.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$109,060 10	Capital stock,	$50,000 00
		Funded debt,	50,000 00
		Current liabilities,	8,365 05
		Profit and loss,	695 05
Grand total,	$109,060 10	Grand total,	$109,060 10

NYPANO RAILROAD COMPANY.

Date of organization: March 16, 1896.

Under laws of what government or state organized: Pennsylvania, general law.

If a consolidated company, name the constituent companies: The constituent companies are the Nypano Railroad Company, of Pennsylvania, and the Nypano Railroad of Ohio.

Operated by Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
E. B. Thomas,	New York city,	Until successors are elected.
John Tod,	Cleveland, O.,	
S. E. Williamson,	Cleveland, O.,	
A. M. Tucker,	Cleveland, O.,	
J. H. Dynes,	Cleveland, O.,	
E. B. Perkins,	Cleveland, O.,	
J. G. McCullough,	New York city,	
C. H. Coster,	New York city,	
S. Spencer,	New York city,	

Date of last meeting of stockholders for election of directors: May 5, 1896.

Postoffice address of general office: 21 Courtlandt street, New York.

Postoffice address of operating office: Cleveland, O.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	E. B. Thomas,	New York city.
Vice President,	John Tod,	Cleveland, O.
Secretary,	A. M. Tucker,	Cleveland, O.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Nypano Railroad—			
A. Main line,	Salamanca, N. Y.,	Dayton, O.,	288.04
B. Franklin branch,	Buchanan, Pa.,	Oil City, Pa.,	33.78
B. Silver Creek branch,	Silver Creek Junc.,	Coal Mine, O.,	7.77
Sharon Railway—			
Main line,	Pymatuning Junc.,	Sharon, Pa.,	7.93
Middlesex branch,	Ferrona Junction,	West Middlesex, Pa.,	6.86
Sharpsville branch,	Boyes, Pa.,	Sharpsville, Pa.,	1.55
New Castle and Shenango Valley Railroad.	West Middlesex, Pa.,	New Castle, Pa.,	16.73
Westerman Railroad,	Sharon, Pa.,	Pa. and Ohio State Line.	2.09
Cleveland and Mahoning Valley Railway—			
Maine line,	Cleveland, O.,	Pa. and Ohio State Line.	80.81
Niles and Lisbon branch,	Niles, O.,	3 miles below Lisbon.	36.25
Liberty and Vienna branch,	Mosier Junction,	Coal Mines near Vienna.	6.80
Youngstown and Austintown Railway,	Youngstown,	Leadville Coal Mines,	3.78
Tippecanoe branch,	Manning Junction,	Coal Mines,	6.09
Canal branch,	Girard, O.,	Crab Creek, Youngstown, O.	6.005
Total mileage,			601.485

Note.—All the lines are operated by the Erie Railroad Company, under lease from the N. Y. P. A. N. O. Railroad Company.

IMPORTANT CHANGES DURING THE YEAR.

See plan of reorganization of Erie Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

See Erie Railroad contracts.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: April 25, 1883.

Under laws of what government or state organized: Organized under the general laws of the State of New Jersey and the Commonwealth of Pennsylvania.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Amos L. Hopkins,	26 Courtlandt street, New York,	September 3, 1896.
Roswell Eldridge,	26 Courtlandt street, New York,	September 3, 1896.
Simon Borg,	New York,	September 3, 1896.
Henry Sanford,	New York,	September 3, 1896.
Herman O. Armour,	New York,	September 3, 1896.
Henry B. Plant,	New York,	September 3, 1896.
Thomas A. McIntyre,	New York,	September 3, 1896.
Cornelius C. Cuyler,	New York,	September 3, 1896.
Garret A. Hobart,	Paterson, N. J.,	September 3, 1896.
George W. Young,	New York,	September 3, 1896.
Cyrus J. Lawrence,	New York,	September 3, 1896.
W. Lanman Bull,	New York,	September 3, 1896.
Gustave E. Kissel,	New York,	September 3, 1896.

Date of last meeting of stockholders for election of directors: September 5, 1895.
Postoffice address of general office: No. 26 Courtlandt street, New York city, N. Y.
Postoffice address of operating office: No. 117 Green street, Jersey City, N. J.

OFFICERS.

Title.	Name.	Location of Office.
President,	A. L. Hopkins,	No. 26 Courtlandt st., New York.
First Vice President,	Roswell Eldridge,	No. 26 Courtlandt st., New York.
Second Vice President,	F. P. Moore,	No. 26 Courtlandt st., New York.
Treasurer,	F. P. Moore,	No. 26 Courtlandt st., New York.
Attorney or General Counsel	John W. Griggs,	Paterson, N. J.
Auditor,	Charles V. Ware,	No. 26 Courtlandt st., New York.
General Superintendent,	Charles D. McKelvey,	No. 117 Green st., Jersey City, N. J.
Chief Engineer,	Joseph L. Rasling,	No. 26 Courtlandt st., New York.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New York, Susquehanna and Western Railroad.	Jersey City, N. J.,	Gravel Place, Pa.,	1.01
New York, Susquehanna and Western Railroad.	Two Bridges, N. J.,	Unionville, N. Y.,	29.50
New York, Susquehanna and Western Railroad.	Delaware, N. J.,	Columbia, N. J.,	3.00
New York, Susquehanna and Western Railroad.	Paterson, N. J.,	Paterson City, N. J.,	.75
New York, Susquehanna and Western Railroad.	Priceville, Pa.,	Winton, Pa.,	4.11
New York, Susquehanna and Western Railroad.	Winton, Pa.,	Rushbrook breaker,	.80
New York, Susquehanna and Western Railroad.	Spencer, Pa.,	Spencer breaker,	.91
New York, Susquehanna and Western Railroad.	Murray, Pa.,	Murray breaker,	.54
New York, Susquehanna and Western Railroad.	Winton, Pa.,	Winton and Dolph breaker,	2.32
New York, Susquehanna and Western Railroad.	Sibley, Pa.,	Sibley breaker,	.30
New York, Susquehanna and Western Railroad.	Sibley Junction, Pa.,	Jermyn No. 2 breaker,	1.35
New York, Susquehanna and Western Railroad.	Priceville Junc., Pa.,	Jermyn No. 3 breaker,	.97

Digitized by Google

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
New York, Susquehanna and Western Railroad.	Edgewater, N. J., ..	Little Ferry Junc., N. J.	3.00
Passaic and New York Railroad, ...	Passaic, N. J., ...	Passaic Junc., N. J.,	3.05
Lodi Branch Railroad, ...	Lodi, N. J., ...	Lodi Junc., N. J., ...	1.75
Middletown, Unionville and Water Gap Railroad.	Unionville, N. Y., .	Middletown, N. Y., ..	13.65
Macopin Lake Railroad, ...	Macopin Lake, N. J.	Charlottsburg Junc., N. J.	1.50
Pennsylvania Railroad, ...	West End, N. J., ...	Jersey City, N. J.,...	2.55
Total mileage, ...	.....	.....	162 34

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$31,180,290 15	Capital stock, ...	$26,000 000 00
Cost of equipment, ...	2,566,258 25	Funded debt, ...	12,927,000 00
Stocks owned, ...	4,421,526 86	Current liabilities, ...	806,171 62
Bonds owned, ...	1,468,903 11	Real estate mortgages, ...	45,485 00
Cash and current assets, ...	233,430 14	Accrued interest on funded debt not yet payable, ...	143,584 57
Other assets:		Car trust warrants, ...	318,339 86
Materials and supplies, ...	82,440 99	Sundries, ...	163,730 54
Sinking fund, ...	30,706 67		
Sundries, ...	356,808 23		
Profit and loss, ...	63,956 19		
Grand total, ...	$40,404,314 59	Grand total, ...	$40,404,314 59

IMPORTANT CHANGES DURING THE YEAR.

During the year the company issued one hundred and forty-three thousand second mortgage bonds, but still hold the same in the treasury. No interest on them has been charged against income account.

During the year the company issued two hundred and twenty-one thousand of general mortgage bonds, but still hold the same in the treasury; no interest on them has been charged against income account.

During the year seventy thousand dollars of the second mortgage bonds of the New York, Susquehanna and Western Coal Company were redeemed at a premium of five per cent., and with the proceeds seventy-three thousand dollars of the collateral trust bonds were redeemed and cancelled.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

Under laws of what government or state organized: Commonwealth of Pennsylvania, "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by Valentine Iron Company, Bellefonte, Pa.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Jones Wister,	672 Bullitt Building, Philadelphia,	January 12, 1897.
John S. Brown,	Swarthmore, Pa.,	January 12, 1897.
W. Roch Wister,	131 South Fifth street, Philadelphia,	January 12, 1897.
H. E. Young,	316 Chestnut street, Philadelphia,	January 12, 1897.
Samuel Bispham,	2306 DeLancey Place, Philadelphia,	January 12, 1897.
J. A. McKee,	1828 Wallace street, Philadelphia,	January 12, 1897.
J. N. M. Shimer,	692 Bullitt Building, Philadelphia,	January 12, 1897.

Date of last meeting of stockholders for election of directors: January 14, 1896.
Postoffice address of general office: No. 122 Walnut street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Jones Wister,	672 Bullitt Building, Philadelphia.
Secretary and Treasurer,	M. W. Walsh	122 Walnut street, Philadelphia.
General Superintendent,	M. O. Donoghue,	Bellefonte, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Nittany Valley Railroad Co.	Junction with Bellefonte, Nittany and Lemont R. R.	Ore banks,	Valentine Iron Co.	Lease,	4.75
	Sidings and other tracks.				.87
	Tracks to rolling mills and blast furnaces.				2.00
Total mileage,					7.62

An agreement between the Nittany Valley Railroad Company and the Centre Iron Company for use of tracks in the yards of the Centre Iron Company.

The Centre Iron Company failed in the fall of 1890, succeeded by the Valentine Iron Company, in the spring of 1891, to whom the Nittany Valley Railroad Company leased their road May, 1891, for one year, at a rental of $7,500.

The lease continued for one year from May, 1892, upon the same conditions.

May, 1893, the Nittany Valley Railroad Company leased road to the Valentine Iron Company for five years at a rental of $8,250 per annum.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$167,686 82	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	1,310 87	Current liabilities,	6,750 00
		Profit and loss,	26,821 52
Grand total,	$183,571 52	Grand total,	$183,571 52

Digitized by Google

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act, 1854, chapter 250. State of Pennsylvania, special act, 1854, No. 531; 1855, No. 543 and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company; State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840, 227; 1854, 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 237; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation: December 9, 1854.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Cassatt,	Philadelphia,	Fourth Thursday in February, 1897.
J. N. Hutchinson,	Philadelphia,	Fourth Thursday in February, 1897.
B. F. Newcomer,	Baltimore, Md.,	Fourth Thursday in February, 1897.
John P. Green,	Philadelphia,	Fourth Thursday in February, 1897.
Harry Walters,	Wilmington, N. C.,	Fourth Thursday in February, 1897.
Henry James,	Baltimore, Md.,	Fourth Thursday in February, 1897.
Louis W. Hall,	Harrisburg, Pa.,	Fourth Thursday in February, 1897.
E. B. Parsons,	Lodus Point, N. Y.,	Fourth Thursday in February, 1897.
J. D. Cameron,	Harrisburg, Pa.,	Fourth Thursday in February, 1897.
Luther S. Bent,	Steelton, Pa.,	Fourth Thursday in February, 1897.
Henry D. Welsh,	Philadelphia,	Fourth Thursday in February, 1897.
N. Parker Shortridge,	Wynnewood, Montgomery co., Pa.	Fourth Thursday in February, 1897.

Date of last meeting of stockholders for election of directors: February 27, 1896.

Postoffice address of general office: Baltimore, Md.

Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Philadelphia.
First Vice President,	Frank Thomson,	Philadelphia.
Second Vice President,	John P. Green,	Philadelphia.
Third Vice President,	Charles E. Pugh,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer,	A. W. Hendrix,	Baltimore, Md.
Chief Engineer,	William H. Brown,	Philadelphia.
Gen'l Solicitor, Attorney or Counsel,	James A. Logan,	Philadelphia.
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	S. M. Prevost,	Philadelphia.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Northern Central Railway,	Baltimore, Md.,	Sunbury, Pa.,	136.52
Green Spring branch,	Hollis, Md.,	Green Spring Junc.,	8.59
Rockville Branch Railroad,	Rockville, Pa.,	Dauphin, Pa.,	2.83
The Railroad of the Lykens Valley Railroad and Coal Company, Northern Central Railway Company, lessee and operator.	Millersburg, Pa.,	Williamstown, Pa.,	19.70
Shamokin Valley and Pottsville Railroad, including Lancaster branch,	Sunbury, Pa.,	Mt. Carmel, Pa.,	29.76
Elmira and Williamsport Railroad,	Williamsport, Pa.,	Elmira, N. Y.,	75.50
Elmira and Lake Ontario Railroad,	Chemung Jc., N. Y.,	Canandaigua, N. Y.,	64
Branch,	Stanley, N. Y.,	Lodus Point,	34.18
Branch,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43
Total mileage,			272.83

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$15,338,658 84	Capital stock,	$7,518,150 00
Cost of equipment,	5,502,337 13	Funded debt,	14,043,000 00
Stocks owned,	3,134,653 95	Current liabilities,	1,295,549 07
Bonds owned,	86,175 40	Accrued interest on funded debt not yet payable	69,286 94
Cash and current assets,	925,339 49	Mortgages and ground rents payable,	319,829 95
Other assets:		Other liabilities,	539,114 50
Materials and supplies,	488,439 95	Profit and loss	2,092,332 41
Sundries,	392,598 11		
Grand total,	$25,868,262 87	Grand total,	$25,868,262 87

IMPORTANT CHANGES DURING THE YEAR.

Of stocks owned, there were acquired during the year $81,600 Baltimore and Potomac Railroad Company; $525,000 Union Railroad Company, of Baltimore; $250 Shamokin Valley and Pottsville Railroad Company, and $18,500 Allegheny Valley Railway Company. Preferred, $27,000 Pennsylvania Equipment Trust matured and was collected.

Of bonds owned there were acquired during the year: $80,000 Pennsylvania Steel Company and Maryland Steel Company, and were sold $123,000 Allegheny Valley Railway Company.

$122,000 consolidated general mortgage bonds, series A and B, were redeemed and cancelled.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company.

United States mails carried.

Sleeping and parlor cars furnished by Pullman Palace Car Company.

Agreement with Western Union Telegraph Company.

Digitized by Google

NORTH BEND AND KETTLE CREEK RAILROAD COMPANY.

Date of organization: April 24, 1893.

Under laws of what government or state organized: By general act of Assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' " approved the 18th day of June, A. D. 1874.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
William Howard,	Williamsport, Pa.,	Second Monday, January, 1897.
A. P. Perley,	Williamsport, Pa.,	Second Monday, January, 1897.
L. R. Gleason,	Canton, Pa.,	Second Monday, January, 1897.
Charles Gleason,	Driftwood, Pa.,	Second Monday, January, 1897.
James Gleason,	Gleasonton, Pa.,	Second Monday, January, 1897.
I. W. Gleason,	Gleasonton, Pa.,	Second Monday, January, 1897.
F. A. Blackwell,	Gleasonton, Pa.,	Second Monday, January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Gleasonton, Pa.

Postoffice address of operating office: Gleasonton, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	William Howard,	Williamsport, Pa.
Secretary,	I. W. Gleason,	Gleasonton, Pa.
Treasurer,	A. P. Perley,	Gleasonton, Pa.
General Solicitor,	Johnson and McNarney,	Emporium, Pa.
General Manager,	F. A. Blackwell,	Gleasonton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
North Bend and Kettle Creek Railroad Company.	North Bend, Pa.,	Mixes,	13.54
Lebo branch spur,	Mixes,	Lebo Run,	9.64
Total mileage,			23.18

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$153,973 24	Capital stock,	$75,000 00
Cost of equipment,	27,546 00	Current liabilities,	110,194 04
Other assets:		Profit and loss,	10,004 23
Materials and supplies,	3,674 80		
Profit and loss,	10,004 23		
Grand total,	$195,198 27	Grand total,	$195,198 27

IMPORTANT CHANGES DURING THE YEAR.

Nine and sixty-four one-hundredths miles of spurs for bark and logs built and put in operation.

NORTHEAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 4, 1870.

Under laws of what government or state organized: State of Pennsylvania, general laws of April 4, 1868, and act of Assembly of May 21, 1881.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Philadelphia, Pa.,	1897, January 11.
James Boyd,	Norristown, Pa.,	1897, January 11.
Thomas McKean,	Philadelphia, Pa.,	1897, January 11.
D. Jones,	Philadelphia, Pa.,	1897, January 11.
Theodore Voorhees,	Philadelphia, Pa.,	1897, January 11.
Isaac Warner, Jr.,	Hatboro', Pa.,	1897, January 11.
J. Newton Evans,	Hatboro', Pa.,	1897, January 11.
Samuel S. Thompson,	Philadelphia, Pa.,	1897, January 11.
Charles H. R. Trelbels,	Philadelphia, Pa.,	1897, January 11.
Albert S. Paxon,	Hollcong, Pa.,	1897, January 11.
E. Watson Fell,	Hollcong, Pa.,	1897, January 11.
Henry D. Paxson,	Philadelphia, Pa.,	1897, January 11.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 240 South Third street, Philadelphia, Pa.

Postoffice address of operating office: Philadelphia and Reading Railroad Company, Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary and Treasurer,	John S. Wise,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.
Chief Engineer,	H. K. Nicholas,	Philadelphia, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
North East Pennsylvania Railroad.	Glenside, Pa., ...	New Hope, Pa., ...	25.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road.	$717,135 95	Capital stock.	$400,000 00
Cash and current assets.	264,376 58	Funded debt.	400,000 00
Profit and loss.	364,335 12	Current liabilities.	539,347 45
		Real estate mortgages.	1,500 00
		Accrued interest on funded debt not yet payable.	5,000 00
Grand total.	$1,345,847 45	Grand total.	$1,345,847 45

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 8, 1852.

Under laws of what government or state organized: State of Pennsylvania. April 8, 1852; January 25, 1853; March 29, 1853; June 20, 1853; April 17, 1854; May 8, 1854.

Operated by Philadelphia and Reading Railroad Company, lessee.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles A. Sparks, ...	Philadelphia, Pa., ...	1897, January 11.
Edwin H. Fitler, ...	Philadelphia, Pa., ...	1897, January 11.
Thomas Cochran, ...	Philadelphia, Pa., ...	1897, January 11.
John H. Michener, ...	Philadelphia, Pa., ...	1897, January 11.
Edward C. Knight, Jr., ...	Philadelphia, Pa., ...	1897, January 11.
Ario Pardee, Jr., ...	Philadelphia, Pa., ...	1897, January 11.
Henry P. McKean, Jr., ...	Philadelphia, Pa., ...	1897, January 11.
Herbert M. Howe, ...	Philadelphia, Pa., ...	1897, January 11.
Edward Roberts, Jr., ...	Philadelphia, Pa., ...	1897, January 11.
Jas. Logan Fistur, ...	Philadelphia, Pa., ...	1897, January 11.
Joshua W. Lippincott, ...	Philadelphia, Pa., ...	1897, January 11.
R. Dale Benson, ...	Philadelphia, Pa., ...	1897, January 11.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: No. 240 South Third street, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal Building, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Thomas McKean, ...	No. 240 S. Third st., Philadelphia.
Secretary and Treasurer, ...	John S. Wise, ...	No. 240 S. Third st., Philadelphia.
Attorney or General Counsel,..	Wilhelm R. Wister, ...	No. 240 S. Third st., Philadelphia.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
North Pennsylvania Railroad Company.	Philadelphia, Willow street.	Bethlehem, ...	P. & R. R. Co., Lessee.	55.60
North Pennsylvania Railroad Company.	Jenkintown, ...	Middle Delaware river.	P. & R. R. Co., Lessee.	20.50
North Pennsylvania Railroad Company.	Lansdale, ...	Doylestown, ...	P. & R. R. Co., Lessee.	10.30
Total mileage, ...	.....	.....	.....	86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 990 years from May 1, 1879, since which time the railroad has been operated by that company.

Terms.

The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years seven per cent. and during the fifth and succeeding years eight per cent. upon the capital stock of the company.

Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly sum of $12,000 for defraying the expenses of maintaining the corporate organization of the company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$10,331,453 44	Capital stock, ...	$4,720,800 00
Cost of equipment, ...	1,752,135 65	Funded debt, ...	7,200,000 00
Stocks owned, ...	49,465 00	Ground rents	177,570 56
Bonds owned, ...	6,300 00	Current liabilities, ...	182,639 28
Other permanent investments, ..	25,265 26	Real estate mortgages, ...	280,257 53
Cash and current assets, ...	325,787 63	Accrued interest on funded debt not yet payable, ...	157,500 00
Other assets, ...	323,303 39	Profit and loss, ...	94,532 57
Grand total, ...	$12,813,710 37	Grand total, ...	$12,813,710 37

IMPORTANT CHANGES DURING THE YEAR.

First mortgage $1,500,000; principal due May 1, 1896; extended to May 1, 1936; interest 4 per cent. per annum.

Digitized by Google

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.

Under laws of what government or state organized: Pennsylvania; act of April 8, 1861; supplement May 25, 1878.

If a consolidated company, name the constituent companies: No consolidation.

Operated by The Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
C. R. Buckalew,	Bloomsburg, Pa.,	Last Tuesday in April, 1897.
A. J. Cassatt,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
John P. Green,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
H. W. Palmer,	Wilkes-Barre, Pa.,	Last Tuesday in April, 1897.
Chas. Parrish,	Wilkes-Barre, Pa.,	Last Tuesday in April, 1897.
Chas. E. Pugh,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
G. B. Roberts,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	Last Tuesday in April, 1897.
L. E. Waller,	Bloomsburg, Pa.,	Last Tuesday in April, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Last Tuesday in April, 1897.
George Wood,	Philadelphia, Pa.,	Last Tuesday in April, 1897.

Date of last meeting of stockholders for election of directors: April 28, 1896.

Postoffice address of general office: General office Pennsylvania Railroad Company, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	Jno. C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
North and West Branch Railway.	Catawissa, Pa.,	Wilkes-Barre, Pa.	Pennsylvania Railroad Company.	Agreement.	43.13
	Branch,				4.69
Total mileage,					47.82

Agreement dated November 23, 1881, by which the Pennsylvania Railroad Company is to operate the road for the cost, paying the net earnings to the North West Branch Railway Company until September 1, 1901.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,301,797 05	Capital stock,	$1,500,000 00
Cash and current assets,	646,656 69	Funded debt,	1,500,000 00
		Current liabilities,	3,292 50
		Profit and loss,	945,161 24
Grand total,	$3,948,453 74	Grand total,	$3,948,453 74

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.
Under laws of what government or state organized: State of Pennsylvania; act April 4, 1868.
Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. Franks Supplee,	Baltimore, Md.,	First Monday, June, 1897.
Frank Ehlen,	Baltimore, Md.,	First Monday, June, 1897.
F. J. Hearne,	Wheeling, W. Va.,	First Monday, June, 1897.
S. K. Harris,	Pittsburgh, Pa.,	First Monday, June, 1897.
Geo. E. McCague,	Pittsburgh, Pa.,	First Monday, June, 1897.
Chas. N. Brady,	Washington, Pa.,	First Monday, June, 1897.

Date of last meeting of stockholders for election of directors: June 1, 1896.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Block,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	G. W. Booth,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Ohio and Baltimore Short Line Railway Company.	Ohio and Baltimore Short Line Junction, Pa.	Leisenring, Pa.	Baltimore and Ohio Railroad Company.	9.26

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock from May 10, 1881.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,545,229 27	Capital stock,	$290,000 00
Profit and loss,	410,202 84	Funded debt,	500,000 00
		Current liabilities,	1,165,432 11
Grand total,	$1,955,432 11	Grand total,	1,955,432 11

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.

Under laws of what government or state organized: Pennsylvania; act of April 4, 1868, and supplement thereto June 8, 1874.

Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John E. Davidson,	Pittsburgh, Pa.,	The directors hold office until their successors shall have been elected.
J. J. Brooks,	Pittsburgh, Pa.,	
John W. Renner,	Pittsburgh, Pa.,	
J. T Brooks,	Pittsburgh, Pa.,	
L. L. Gilbert,	Pittsburgh, Pa.,	
A. McEleveY,	Pittsburgh, Pa.,	

Date of last meeting of stockholders for election of directors: February 5, 1895.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	James McCrea,	Pittsburgh, Pa.
Vice President,	John E. Davidson,	Pittsburgh, Pa.
Secretary,	S B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Ohio Connecting Railway.	Pittsburgh, Cincinnati, Chicago and St. Louis Railway near Pittsburgh.	Pittsburgh, Ft. Wayne and Chicago Railway, Allegheny.	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Co.	Temporary.	3.27

There is no contract. The road is operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway for cost of such service.

The road has been operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company since October 20, 1890.

A majority of the capital stock is owned by the Pennsylvania Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,320,000 00	Capital stock, ...	$660,000 00
Cash and current assets, ...	121,943 85	Current liabilities, ...	726,047 09
		Profit and loss, ...	55,896 76
Grand total, ...	$1,441,943 85	Grand total, ...	$1,441,943 85

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY, OPERATING THE OHIO CONNECTING RAILWAY.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Ohio Connecting Railway.	Junction with P., C., C. and St. L. Ry., two miles west of Birmingham station, Pittsburgh, Pa.	Junction with P., Ft. W. and C. Ry., at Verner station, Allegheny, Pa.	2.75
Sheridan Branch.	Junction with P., C., C. and St. L., two and one-half miles west of Birmingham station.	Junction with main line Ohio Connecting Railway.	.52
Total mileage.	.....	.....	3.27

Digitized by Google

OLEAN, OSWAYO AND EASTERN RAILROAD COMPANY.

Date of organization: October 14, 1892.
Under laws of what government or state organized: Pennsylvania, act, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
S. E. Crittenden,	Oswayo, Pa.,	June 30, 1896, by consolidation with New York and Pennsylvania Railroad Company.
Wm. Beever,	Wellsville, N. Y.,	
Wm. Cobb,	Spring Mills, N. Y.,	
Theo. Cobb,	Spring Mills, N. Y.,	
A. B. Payne,	Oswayo, Pa.,	
John J. Good,	Oswayo, Pa.,	
N. W. Crittenden,	Oswayo, Pa.,	

Postoffice address of general office: Oswayo, Potter county, Pa.
Postoffice address of operating office: Oswayo, Potter county, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Rumsey,	Oswayo, Pa.
First Vice President,	Theo. Cobb,	Spring Mills, N. Y.
Secretary,	S. W. Crittenden,	Oswayo, Pa.
Treasurer,	J. Newton Peck,	Coudersport, Pa.
General Solicitor,	J. Newton Peck,	Coudersport, Pa.
Auditor,	D. N. Rumsey,	Oswayo, Pa.
General Superintendent,	W. W. Crittenden,	Oswayo, Pa.
Chief Engineer,	H. J. Rumsey,	Oswayo, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Olean, Oswayo and Eastern,	Genesee, Pa.,	Oswayo, Pa.,	14

16-9-96

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$140,000 00	Capital stock,	$70,000 00
Cash and current assets,	1,281 02	Funded debt,	70,000 00
Profit and loss,	3,262 06	Current liabilities,	4,543 08
Grand total,	$144,543 08	Grand total,	$144,543 08

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co. Express; 40 per cent. accruing to the line.
United States Government, $42.75 per annum per mile.

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: "An act supplementary to an act regulating railroad companies," approved the 19th day of February, A. D. 1849. Approved the 24th March, 1865, laws Pennsylvania, and under general railroad acts of the state of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st November, 1888, under general act.

The Forest City and State Line Railroad Company, charter dated 16th March, 1889, under general act.

The Hancock and Pennsylvania Railroad Company, organized under laws of State of New York, 2d April, 1889.

Operated by the New York, Ontario and Western Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Edward B. Sturges,	Scranton, Pa.,	January 12, 1897.
Wm. H. Richmond,	Dickson City, Pa.,	January 12, 1897.
Clarence D. Simpson,	Scranton, Pa.,	January 12, 1897.
John Jermyn,	Scranton, Pa.,	January 12, 1897.
O. S. Johnson	Scranton, Pa.,	January 12, 1897.
Dr. Jas. N. Rice,	Scranton, Pa.,	January 12, 1897.
James E. Childs,	New York City, N. Y.,	January 12, 1897.
John B. Kerr,	New York City, N. Y.,	January 12, 1897.
Daniel Scurry,	Carbondale, Pa.,	January 12, 1897.
Edward Clarkson,	Carbondale, Pa.,	January 12, 1897.
Clarence E. Spencer,	Carbondale, Pa.,	January 12, 1897.
Thomas P. Fowler,	New York City, N. Y.,	January 12, 1897.
Jas. E. Burr,	Carbondale, Pa.,	January 12, 1897.

Date of last meeting of stockholders for election of directors: April 14, 1896.

Postoffice address of general office: Commonwealth Building, Scranton, Pa.

Postoffice address of operating office: No. 56 Beaver street, New York City, N. Y.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas P. Fowler,	New York City.
Vice President,	James E. Childs,	New York City.
Secretary and Treasurer,	Richard D. Rickard,	New York City.
Attorney, or General Counsel,	R. Kerr,	New York City.
General Manager,	James E. Childs,	New York City.
Chief Engineer,	Edw. Canfield,	Middletown, N. J.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ontario, Carbondale and Scranton Railway Company.	Hancock Jc., New York.	Scranton, Pa.,	New York, Ontario and Western Railway Co.,	Lease, ... Sub-lease, ..	53.66 .39
Total mileage,...					54.05

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company, by lease dated the 10th day of May, 1890, for the term of ninety-nine years, from the 1st day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of seventy-five thousand dollars, to be paid in equal semi-annual payments, on the last days of November and May, in each and every year during said term; also, such further sum as may be necessary, to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand dollars, to be paid in equal quarter yearly payments, on the last days of August, November, February and May, in each year; also, 5 per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company, from the use and operation of the railway, not exceeding, however, seventy-five thousand dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,765,752 35	Capital stock,	$1,500,000 00
Cash or current assets,	16,413 12	Funded debt,	1,500,000 00
		Current liabilities,	646,244 93
		Accrued interest on funded debt not yet payable,	6,250 00
		Profit and loss,	129,670 54
Grand total,	$3,782,165 47	Grand total,	$3,782,165 47

Digitized by Google

OREGON AND TEXAS RAILWAY COMPANY.

Date of organization: June 18, 1892.

Under laws of what government or state organized: Articles of association of the State of Pennsylvania; act of April 4, 1868, and supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. E. Titman,	Shenandoah, Pa.,	August 17, 1896.
Jno. A. Titman,	Shenandoah, Pa.,	August 17, 1896.
H. W. Titman,	Shenandoah, Pa.,	August 17, 1896.
J. S. Kister,	Shenandoah, Pa.,	August 17, 1896.
J. M. Robbins,	Shenandoah, Pa.,	August 17, 1896.
G. G. Clawser,	Shenandoah, Pa.,	August 17, 1896.
Clifton Robbins,	Shenandoah, Pa.,	August 17, 1896.
Jno. G. Reading, Jr.,	Williamsport, Pa.,	August 17, 1896.

Date of last meeting of stockholders for election of directors: August 17, 1895.

Postoffice address of general office: Shenandoah, Pa.

Postoffice address of operating office: Cammal, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	C. E. Titman,	Shenandoah, Pa.
President,	C. E. Titman,	Shenandoah, Pa.
First Vice President,	H. W. Titman,	Shenandoah, Pa.
Secretary,	G. G. Clawser,	Shenandoah, Pa.
Treasurer,	J. S. Kestler,	Shenandoah, Pa.
Auditor,	J. M. Robbins	Shenandoah, Pa.
General Manager,	C. E. Titman,	Shenandoah, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Oregon and Texas Railway Company,	Cammal, Pa.,	Silver Springs, Pa.,	5

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$41,534 85	Capital stock,	$26,000 00
Cost of equipment,	5,950 00	Funded debt,	7,000 00
		Current liabilities,	11,484 85
		Paid off during the year,	3,000 00
Grand total,	$47,484 85	Grand total,	$47,484 85

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847. Act of incorporation was approved April 13, 1846. Letters patent issued February 15, 1847. First election for directors held March 30, 1847.

Under laws of what government or State organized? If more than one, name all; give reference to each statute and all amendments thereof: Pennsylvania Railroad Company organized under laws of State of Pennsylvania. Act of incorporation approved April 13, 1846, see P. L., p. 112. Acts supplementary thereto or amendatory thereof have also been approved as follows:

April 13, 1846 (P. L., p. 326); March 17, 1848 (P. L., p. 273); March 20, 1849 (P. L., p. 196); April 5, 1849 (P. L., p. 341); April 5, 1849 (P. L., p. 360); April 2, 1850 (P. L., p. 103); April 6, 1850 (P. L., p. 373); April 26, 1850 (P. L., p. 583); April 12, 1851 (P. L., p. 518); January 29, 1852 (P. L., p. 639); April 23, 1852 (P. L., p. 394); May 1, 1852 (P. L., p. 508); May 6, 1852 (P. L., p. 616); March 3, 1853 (P. L., p. 137); March 13, 1853 (P. L., p. 219); May 11, 1853 (P. L., p. 673); May 20, 1853 (P. L. p. 677); February 16, 1854 (P. L., p. 72); February 17, 1854 (P. L., p. 76); April 18, 1854 (P. L., p. 385); April 19, 1854 (P. L., p. 392); April 21, 1854 (P. L., p. 453); April 6, 1855 (P. L., p. 196); May 2, 1855 (P. L., p. 409); May 2, 1855 (P. L., p. 412); May 7, 1855 (P. L., p. 469); February 7, 1856 (P. L., p. 33); April 16, 1856 (P. L., p. 447); April 22, 1856 (P. L., p. 526); May 13, 1856 (P. L., p. 554); April 1, 1857 (P. L., p. 209); May 16, 1857 (P. L., p. 519); May 16, 1857 (P. L., p. 539); May 20, 1857 (P. L., p. 598); May 20, 1857 (P. L., p. 599); May 21, 1857 (P. L., p. 649); March 19, 1858 (P. L., p. 136); April 1, 1858 (P. L., p. 197); January 4, 1859 (P. L., p. 827); April 11, 1859 (P. L., p. 512); April 15, 1859 (P. L., p. 679); March 19, 1860 (P. L., p. 175); March 20, 1860 (P. L., p. 365); March 30, 1860 (P. L., p. 379); April 5, 1860 (P. L., p. 667); March 7, 1861 (P. L., p. 88); March 16, 1863 (P. L., p. 132); April 1, 1863 (P. L., p. 194); April 18, 1863 (P. L., p. 512); April 20, 1864 (P. L. p. 514); April 23, 1864 (P. L., p. 535); April 27, 1864 (P. L., p. 615); April 27, 1864 (P. L., p. 634); April 28, 1864 (P. L., p. 650); July 7, 1864 (P. L., p. 951); August 10, 1864 (P. L., p. 1035); August 12, 1864 (P. L., p. 963); March 21, 1865 (P. L., p. 466); March 23, 1865 (P. L., p. 584); March 23, 1865 (P. L., p. 643); April 4, 1866 (P. L., p. 819); March 21, 1866 (P. L., p. 363); April 11, 1866 (P. L., p. 786); March 22, 1867 (P. L., p. 528); April 10, 1867 (P. L., p. 993); April 4, 1868 (P. L., p. 58); December 29, 1869 (P. L., p. 1374); April 6, 1870 (P. L., p. 1008); February 17, 1871 (P. L., p. 55); March 8, 1871 (P. L., p. 188); March 8, 1871 (P. L., p. 189); March 8, 1871 (P. L., p. 190); March 25, 1871 (P. L., p. 451); March 6, 1872 (P. L., p. 220); March 7, 1872 (P. L., p. 259); February 18, 1873 (P. L., p. 146); March 12, 1873 (P. L., p. 253); June 6, 1873 (P. L., p. 415).

Digitized by Google

DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Exp'ration of Term.
George B. Roberts,	Bala, Pa.,	March 23, 1897.
Alexander M. Fox,	Philadelphia, Pa.,	March 23, 1897.
Alexander Biddle,	Philadelphia, Pa.,	March 23, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	March 23, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	March 23, 1897.
Wm. L. Elkins,	Philadelphia, Pa.,	March 23, 1897.
Alexander J. Cassatt,	Haverford, Pa.,	March 23, 1897.
Clement A. Griscom,	Philadelphia, Pa.,	March 23, 1897.
Benjamin B. Comegys,	Philadelphia, Pa.,	March 23, 1897.
Amos R. Little,	Philadelphia, Pa.,	March 23, 1897.
William H. Barnes,	Philadelphia, Pa.,	March 23, 1897.
George Wood,	Philadelphia, Pa.,	March 23, 1897.
E. Stuart Patterson,	Philadelphia, Pa.,	March 23, 1897.
Frank Thompson,	Merion, Pa.,	March 23, 1897.
John P. Green,	Philadelphia, Pa.,	March 23, 1897.
Charles E. Pugh,	Overbrook, Pa.,	March 23, 1897.

Total number of stockholders at date of last election: 27,772.

Date of last meeting of stockholders for election of directors: March 24, 1896.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating office: Philadelphia, Pa.

Give name and address of officer to whom correspondence regard'ng this report should be addressed:

Name, M. Riebenack; title, Assistant comptroller; address, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Broad Street Station, Philadelphia.
Assistant to President,	Samuel Rea,	Broad Street Station, Philadelphia.
First Vice President,	Frank Thompson,	Broad Street Station, Philadelphia.
Second Vice President,	John P. Green,	Broad Street Station, Philadelphia.
Third Vice President,	Charles E. Pugh,	Broad Street Station, Philadelphia.
Secretary,	John C. Sims,	Broad Street Station, Philadelphia.
Assistant to Secretary,	D. S. Newhall,	Broad Street Station, Philadelphia.
Treasurer,	Robert Smith,	Broad Street Station, Philadelphia.
Assistant to Treasurer,	P. Frank Hunter,	Broad Street Station, Philadelphia.
Cashier,	Benj. F. Crawford,	Broad Street Station, Philadelphia.
General Solicitor,	James A. Logan,	Broad Street Station, Philadelphia.
Assistant Solicitor,	George V. Massey,	Broad Street Station, Philadelphia.
Chief of Motive Power,	Theo. N. Ely,	Broad Street Station, Philadelphia.
Engineer Branch Lines,	Jos. U. Crawford,	Broad Street Station, Philadelphia.
Comptroller,	Robert W. Downing,	Broad Street Station, Philadelphia.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Philadelphia.
General Manager,	S. M. Prevost,	Broad Street Station, Philadelphia.
Chief Engineer,	Wm. H. Brown,	Broad Street Station, Philadelphia.
Engineer Maintenance of Way,	J. T. Richards,	Broad Street Station, Philadelphia.
General Superintendent of Transportation,	J. B. Hutchinson,	Broad Street Station, Philadelphia.
General Superintendent Motive Power,	F. D. Casanave,	Altoona, Pa.
Superintendent Pennsylvan'a Railroad Division,	F. L. Sheppard,	Altoona, Pa.
Superintendent U. Railroad,	F. Walcott Jackson,	Jersey City, N. J.
Superintendent Philadelphia and Erie Railroad,	Robert Nelson,	Williamsport, Pa.
Coal Freight Agent,	J. G. Searles,	Broad Street Station, Philadelphia.
Superintendent of Relief Department,	J. A. Anderson,	Trenton, N. J.
Superintendent Insurance Department,	Hugh B. Ely,	Broad Street Station, Philadelphia.
General Freight Agent,	Wm. H. Joyce,	Broad Street Station, Philadelphia.
Assistant General Freight Agent,	Charles A. Chipley,	Broad Street Station, Philadelphia.
Assistant General Freight Agent,	J. B. Thayer, Jr.,	Broad Street Station, Philadelphia.
General Passenger Agent,	James R. Wood,	Broad Street Station, Philadelphia.
Assistant General Passenger Agent,	George W. Boyd,	Broad Street Station, Philadelphia.
General Baggage Agent,	F. J. McWade,	Broad Street Station, Philadelphia.
Manager Empire Line,	George M. Ball,	Broad Street Station, Philadelphia.
Superintendent of Employes Saving Fund,	D. S. Newhall,	Broad Street Station, Philadelphia.
Acting Manager Union Line,	E. A. Dawson,	Chicago, Ill.
Purchas'ng Agent,	A. W. Sumner,	Broad Street Station, Philadelphia.
Assistant Purchasing Agent,	Samuel Porcher,	Broad Street Station, Philadelphia.
Chief Conveyancer,	G. W. I. Ball,	Broad Street Station, Philadelphia.
Real Estate Agent,	Jno. C. Wilson,	Broad Street Station, Philadelphia.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
1 A.			
Filbert Street Extension,	Philadelphia, Broad Street Station.	West Philadelphia, Pa.	.97
Philadelphia and Columbia Railroad,	West Philadelphia,	Columbia, Pa.,	80.15
Pennsylvania Railroad,	Harrisburg, Pa.,	Pittsburgh, Pa.,	248.54
Total A,			329.66
B.			
Delaware Extension,			7.84
Swanson Street Branch,			1.22
Girard Point Branch,			2.06
Schuylkill River Branch,			1.70
Fifty-second Street Branch,			.14
Frazer Branch,			1.60
Trenton Cut-off,			45.64
Lancaster Cut-off,			2.42
Columbia Bridge,			1.11
York Branch,			11.77
Tyrone Branch,			3.15
Hollidaysburg Branch,			9.60
Morrison's Cove Branch,			18.90
Bloomfield Branch,			3.00
Martinsburg Branch,			.70
Williamsburg Branch,			19.20
Springfield Branch,			8.20
Lilly Branch,			2.12
Ben's Creek Branch,			1.61
Sonman Branch,			.71
Martin's Branch,			3.62
Wilmore Branch,			.67
Summerhill Branch,			2.02
Alexandria Branch,			4.55
Brush Creek Branch,			.54
Bull Run Branch,			.67
Manor Branch,			4.20
Turtle Creek Valley Branch,			10.86
Lyon's Run Branch,			3.87
Wilmerding Branch,			2.95
Indiana Branch,			18.91
Tearing Run Branch,			.96
Homer and Cherry Tree Branch,			.45
Port Perry Branch,			1.22
Johnstown Branch,			1.60
Total B,			200.10
Total No. 1,			529.76
No. 2.			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.			53.74
West Chester Railroad,			5.22
Tyrone and Clearfield Railway,			134.51
United New Jersey Railroad and Canal Company's Lines.			144.81
Hudson River Ferries,			1.00
Trenton Delaware Bridge,			.19
Philadelphia and Trenton Railroad,			26.50
Connecting Railway,			6.75
Kensington and Tacony Railroad,			6.88
River Front Railroad,			3.86
Rocky Hill Railroad and Transportation Company.			2.28
Camden and Burlington Company Railroad.			29.61
Vincentown Branch Railroad,			2.84
Mt. Holly, Lamberton and Medford Railroad.			5.95
Ridgway and Clearfield Railroad,			27.23
Fair Hill Railroad,			.78
Total No. 3,			452.25

Digitized by Google

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
No. 4.			
Pennsylvania Schuylkill Valley Railroad.			130.22
Downingtown and Lancaster Railroad.			37.58
Pomeroy and Newark Railroad.			26.70
Columbia and Port Deposit Railway.			43.21
Hanover and York Railroad.			27.65
Frederick and Pennsylvania Line Railroad.			28.00
Mifflin and Centre County Railroad.			12.43
Sunbury and Lewistown Railway.			43.45
Bedford and Bridgeport Railway.			49.17
Lewisburg and Tyrone Railroad.			85.12
Bald Eagle Valley Railroad.			90.43
Tipton Railroad.			4.44
Cambria and Clearfield Railroad.			97.64
Cresson and Irvona Railroad.			28.98
Ebensburg and Black Lick Railroad.			14.75
South Fork Railroad.			8.13
Western Pennsylvania Railroad.			137.10
South West Pennsylvania Railroad.			111.87
Pittsburgh, Virginia and Charleston Railway.			77.33
Perth Amboy and Woodbridge Railroad.			6.40
Millstone and New Brunswick Railroad.			6.64
Belvidere, Delaware Railroad.			80.82
Bustleton Railroad.			4.16
Philadelphia, Germantown and Chestnut Hill Railroad.			13.87
Freehold and Jamesburg Agricultural Railroad.			27.54
Columbus, Kinkora and Springfield Railroad.			14.16
Philadelphia and Long Branch Railroad.			49.07
Philadelphia and Beach Haven Railroad.			12.09
Engleside Railroad.			.17
New York Bay Railroad.			9.20
Delaware River Railroad and Bridge Company.			2.32
Philadelphia and Erie Railroad.			287.56
Sunbury, Hazleton and Wilkes-Barre Railroad.			43.44
North and West Branch Railway.			47.82
Nescopec Railroad.			11.96
Susquehanna and Clearfield Railroad.			24.89
Johnsonburg Railroad.			19.69
Total No. 4.			1,715.73
Total mileage used by Pennsylvania Railroad Company for its statistics.			2,697.73
No. 5.			
Junction Railroad.	In Philadelphia, Pa.		3.56
New York and Long Branch Railroad.	Perth Amboy, N. J.	Bay Head, N. J.	38.04
Central Railroad of New Jersey.	Woodridge Jc. N. J.	Perth Amboy, N. J.	1.70
Lehigh Valley Railroad.	New Boston, Pa.	Tomhicken, Pa.	27.40
Philadelphia and Reading Railroad.	Wetherill Jc. Pa.	Trackville, Pa.	3.20
Pennsylvania Railroad in Maryland.	State Line, Pa. & Md.	Cumberland, Md.	6.10
Piedmont and Cumberland Railroad.	In Cumberland, Md.		.40
Pittsburgh, Cincinnati, Chicago and St. Louis Railway.	Pittsburgh Station, Pa.	Pittsburgh, So. Side.	1.20
Northern Central Railway.	Selinsgrove Jc., Pa.	Sunbury, Pa.	5.00
Pemberton and Hightstown Railroad. Union Trans. Co.	Pemberton, N. J.	Lewistown, N. J.	2.60
Total No. 5.			87.20
Total mileage operated.			2,784.93

Digitized by Google

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title. (Owned, Leased, etc.)	State or Territory.
Delaware and Raritan Canal, ...	Canal, ...	Leased, ...	New Jersey.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends Declared During Year. Rate.	Dividends Declared During Year. Amount.
Capital stock: Common, ...	2,034,000	$50 00	$151,700,000 00	$129,302,600 00	November, 1895, 2½ per cent. on $129,300,700	$3,232,517 50
Preferred, ..	.....	.....	.....	.....	May, 1896, 2½ per cent. on $129,301,850.	3,232,546 25
Total, .	2,034,000	$50 00	$151,700,000 00	$129,302,600 00	.....	$6,465,063 75

Manner of Payment for Capital Stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.
Issued for cash: Common, ...	57	$2,850 00	2,586,052	$129,302,600 00
Total, ...	57	$2,850 00	2,586,052	$129,302,600 00

EXPLANATORY REMARKS.

The actual amount of interest accrued and paid on the equipment trust bonds was $109,120, of which amount the sum of $63,771.67 is paid by the Pennsylvania lines east of Pittsburgh, and $45,348.33 by the Pennsylvania lines west of Pittsburgh; a portion of the equipment covered by the loan being assigned to the western lines.

Digitized by Google

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation.	Time. Date of issue.	Time. When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest. Rate—per cent.	Interest. When payable.	Interest. Amount accrued during year.	Interest. Amount paid during year.
Class 1.										
General mortgage bonds,	.....	.....	$35,000,000 00	.....	.....	Not given for reason as stated in letter of M. Riebenack, Assistant Comptroller, dated April 29, 1890.				
Sterling coupon,	1870	1910	.....	$13,490,760 00	$13,488,820 00		6	January and July,	$809,329 20	$810,843 40
Dollar coupon,	1870	1910	.....	2,000,000 00	2,000,000 00		6	January and July,	120,000 00	119,370 00
Dollar registered,	1870	1910	.....	4,509,000 00	4,509,000 00		6	April and October,	270,540 00	273,570 00
			.....	$19,999,760 00	$19,997,820 00				$1,199,869 20	$1,203,782 40
Consolidated mortgage bonds,	.....	.....	100,000,000 00	.....	.....					
Sterling coupon,	1873	1905	.....	$24,249,000 00	$22,762,020 00		6	January and July,	1,365,721 20	1,365,721 20
Dollar coupon,	1873	1905	.....	3,000,000 00	2,757,000 00		6	June and December,	165,420 00	168,540 00
Dollar registered,	1873	1905	.....	2,000,000 00	1,961,000 00		6	Mar., June, Sept., Dec.	117,660 00	121,230 00
Dollar registered,	1879	1919	.....	3,500,000 00	3,498,000 00		5	Mar., June, Sept., Dec.	174,900 00	178,900 00
Dollar coupon,	1879	1919	.....	1,500,000 00	1,500,000 00		5	March and September,	75,000 00	75,650 00
Dollar coupon,	1892	1943	.....	3,000,000 00	3,000,000 00		4	May and November,	120,000 00	120,120 00
Sterling coupon and registered,	1895	1945	.....	4,850,000 00	4,850,000 00		3½	January and July,	84,875 00	84,875 00
			.....	$42,109,000 00	$40,328,020 00				$2,103,576 20	$2,115,036 20
Navy yard mortgage registered bonds,	1876	1901	1,000,000 00	1,000,000 00	1,000,000 00		5	January and July,	50,000 00	50,000 00
			$136,000,000 00	$63,099,760 00	$61,325,840 00				$3,353,445 40	$3,368,818 60
Class 2.										
P. W. and B. R. R. stock trust certificates.	1881	1921	$10,000,000 00	$10,000,000 00	$7,702,000 00		4	January and July,	$308,080 00	$308,080 00
Collateral trust loan,	1889	1913	10,000,000 00	10,000,000 00	9,900,000 00		4½	June and December,	445,500 00	444,442 50
Equipment trust bonds,	1889	1914	3,000,000 00	3,000,000 00	2,728,000 00		4	March and September,	*63,771 67	63,235 00
Pennsylvania Railroad real estate coupon and registered bonds.	1893	1923	2,000,000 00	2,000,000 00	2,000,000 00		4	May and November,	80,000 00	81,500 00

*See note on p. 249 of this report.

Digitized by Google

Total:								
Mortgage bonds,		$136,000,000 00	$63,099,760 00	$61,327,840 00		$3,353,415 40	$3,368,818 60	
Miscellaneous obligations,		25,000,000 00	25,000,000 00	22,330,000 00		897,351 67	897,257 50	
Grand total,		$161,000,000 00	$88,099,760 00	$83,657,840 00		$4,250,797 07	$4,266,076 10	

EXPLANATORY REMARKS.

The interest on equipment trust obligations accrued and paid for the year was $221,717.50, as shown on opposite page. The amount charged to income account was $588,814.04, shown on page 23. A reference to letter written by M. Riebenack, Assistant Comptroller, to Prof. Henry C. Adams, Statistician, dated May 7, 1890, which explained fully the Pennsylvania Railroad Company's method of treating payments on account of principal and interest of car trust obligations, will explain the cause of this difference. It should also be stated that quite a number of cars covered by obligations on the opposite page are sub-let to other companies, and such companies repay the Pennsylvania Railroad Company any payment made by that company on account of such cars, leaving the Pennsylvania Railroad Company to take into its own accounts only the payments on account of cars leased by the car trust to the Pennsylvania Railroad Company.

Digitized by Google

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or other Designation.	Date of issue.	Term.	Number of payments.	Equipment Covered.						Remarks.
				Box.	Stock.	Refrigerator.	Gondola.	Flat.	Total.	
Pennsylvania Car Trust Series I.	December 1, 1884...	10 years.	10	.....	.....	.....	1,152	.....	1,152	Date of maturity extended to March 1, 1898.
Pennsylvania Equipment Trust Series A. ..	February 1, 1887. ..	10 years.	10	266	.....	.....	2,100	150	2,516	These obligations are issued by the car trust association and therefore do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt. The Pennsylvania Railroad leases the cars from the trustee of the car trust Association at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock and the expenses of the trust.
Pennsylvania Equipment Trust Series B. ..	November 1, 1886...	10 years.	10	1,000	.....	.....	1,200	.....	2,200	
Pennsylvania Equipment Trust Series C. ..	February 1, 1887. .	10 years.	10	.....	.....	.....	2,256	.....	2,256	
Pennsylvania Equipment Trust Series D. ..	August 1, 1887.	10 years.	10	1,250	.....	.....	376	250	1,876	
Pennsylvania Equipment Trust Series E. ..	May 1, 1887.	10 years.	10	.....	.....	.....	1,986	.....	1,986	
Pennsylvania Equipment Trust Series F. ..	February 1, 1888. ..	10 years.	10	350	.....	50	1,585	.....	1,985	
Pennsylvania Equipment Trust Series G. ..	May 1, 1888.....	10 years.	10	100	.....	.....	1,915	.....	2,015	
Pennsylvania Equipment Trust Series H. ..	February 1, 1889. ..	10 years.	10	1,050	.....	.....	525	.....	1,575	
Pennsylvania Equipment Trust Series I. ...	August 1, 1889.....	10 years.	10	640	.....	.....	1,300	.....	1,940	
Pennsylvania Equipment Trust Series K. ..	November 1, 1891...	10 years.	10	1,000	.....	.....	500	.....	1,500	
Pennsylvania Rolling Stock Trust Series A.	April 1, 1892.	10 years.	10	1,569	.....	.....	.....	.....	1,569	
Pennsylvania Rolling Stock Trust Series B.	April 1, 1892.	10 years.	10	1,592	.....	.....	.....	.....	1,592	
Pennsylvania Rolling Stock Trust Series C.	July 1, 1892.....	10 years.	10	1,339	.....	.....	309	.....	1,648	
Pennsylvania Rolling Stock Trust Series D.	July 1, 1892.....	10 years.	10	.....	.....	.....	1,691	.....	1,691	

Digitized by Google

B. Statement of Amount.

Series or other Designation.	Cash paid on delivery of equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.				
		Original amount.	Amount outstanding July 1, 1898.	Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Pennsylvania Car Trust Series I.	$550,000 00	$550,000 00	$50,000 00	$145,125 00	$3,125 00	$3,437 50	$3,437 50	5 per cent.
Pennsylvania Equipment Trust Series A.	1,000,000 00	1,000,000 00	100,000 00	220,000 00	3,000 00	7,000 00	7,000 00	4 per cent.
Pennsylvania Equipment Trust Series B.	1,000,000 00	1,000,000 00	100,000 00	220,000 00	2,000 00	6,000 00	6,000 00	4 per cent.
Pennsylvania Equipment Trust Series C.	1,000,000 00	1,000,000 00	100,000 00	220,000 00	3,000 00	7,000 00	7,000 00	4 per cent.
Pennsylvania Equipment Trust Series D.	1,000,000 00	1,000,000 00	200,000 00	220,000 00	6,000 00	9,000 00	9,000 00	4 per cent.
Pennsylvania Equipment Trust Series E.	1,000,000 00	1,000,000 00	100,000 00	220,000 00	4,000 00	8,000 00	8,000 00	4 per cent.
Pennsylvania Equipment Trust Series F.	1,000,000 00	1,000,000 00	200,000 00	220,000 00	10,000 00	11,000 00	11,000 00	4 per cent.
Pennsylvania Equipment Trust Series G.	1,000,000 00	1,000,000 00	200,000 00	220,000 00	12,000 00	12,000 00	12,000 00	4 per cent.
Pennsylvania Equipment Trust Series H.	1,000,000 00	1,000,000 00	300,000 00	220,000 00	21,000 00	15,000 00	15,000 00	4 per cent.
Pennsylvania Equipment Trust Series I.	1,000,000 00	1,000,000 00	400,000 00	186,400 00	28,000 00	17,000 00	17,000 00	4 per cent.
Pennsylvania Equipment Trust Series K.	887,000 00	887,000 00	487,000 00	167,220 00	47,660 00	21,480 00	21,480 00	4 per cent.
Pennsylvania Rolling Stock Trust Series A.	1,000,000 00	1,000,000 00	600,000 00	210,000 00	78,000 00	27,000 00	27,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series B.	1,000,000 00	1,000,000 00	600,000 00	210,000 00	78,000 00	27,000 00	27,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series C.	1,000,000 00	1,000,000 00	600,000 00	220,000 00	84,000 00	28,000 00	28,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series D.	870,000 00	870,000 00	470,000 00	160,500 00	54,000 00	22,800 00	22,800 00	4 per cent.
Total.	$14,307,000 00	$14,307,000 00	$4,707,000 00	$3,059,245 00	$433,785 00	$221,717 50	$221,717 50	.....

Digitized by Google

EXPLANATORY REMARKS.

The amount shown on opposite page as "Loans and Bills Payable, $10,780,184.23," is composed almost entirely of balances due to the various railroad companies, other corporations, etc., controlled by the Pennsylvania Railroad Company, which, under its method of transacting business, are required to be deposited with the treasurer of that company.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds,	$63,099,760 00	$61,325,840 00	$3,353,445 40	$3,368,818 60
Miscellaneous Obligations,	25,000,000 00	22,330,000 00	897,351 67	897,257 50
Equipment trust obligations (not on company's books),	14,307,000 00	4,507,000 00	588,814 04	588,814 04
Total,	$102,406,760 00	$88,162,840 00	$4,839,611 11	$4,854,890 14

RECEIVER'S CERTIFICATES.

None.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash,	$4,153,173 18	Loans and bills payable,	$10,780,184 23
Bills receivable,	786,229 63	Audited vouchers and accounts,	3,897,279 77
Due from agents,	3,462,486 88	Wages and salaries,	2,613,438 11
Due from solvent companies and individuals,	11,119,571 21	Net traffic balances due to other companies,	699,523 33
Other cash assets (excluding "material and supplies"*) on hand, viz:		Dividends not called for,	30,935 00
Cash on deposit in London and New York for payment of interest, etc.,	1,470,875 87	Matured interest coupons unpaid,	95,970 96
		Miscellaneous,	1,925,603 56
Total cash and current assets,	$20,992,336 77	Total, current liabilities,	$20,042,894 96
		Balance, cash assets,	949,441 81
Total,	$20,992,336 77	Total,	$20,992,336 77

*Materials and supplies on hand, $3,978,459.41.

EXPLANATORY REMARKS.

In any use made of the amount of stock, bonds, etc., per mile of road shown in statement A on opposite page, it should be borne in mind that as this company has over one hundred and nineteen millions of dollars ($119,000,000) invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt can be of any use in comparison with similar data furnished by another road owning no securities and having sufficient equipment for its own lines only.

Digitized by Google

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

Account.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock,	$129,302,600 00	Impossible to state.		529.76	$244,078
Bonds,	83,655,840 00			529.76	157,913
Equipment Trust obligations,	4,507,000 00			529.76	8,508
Total,	$217,465,440 00			529.76	$410,499

Digitized by Google

RECAPITULATION—Continued.

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are included in the Income Account.

Name of Road.	Capital Stock.	Funded Debt.	Total.	Amount per Mile of Line. Miles.	Amount.
Pennsylvania Railroad,	$129,302,600 00	$88,162,840 00	$217,465,440 00	529.76	$410,499 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad,	1,182,550 00	700,000 00	1,882,550 00	53.74	35,031 00
West Chester Railroad,	165,000 00	75,000 00	240,000 00	5.22	45,977 00
Pennsylvania, Schuylkill Valley Railroad,	7,117,450 00	7,000,000 00	14,117,450 00	130.22	108,412 00
Downingtown and Lancaster Railroad,	405,650 00	300,000 00	705,650 00	37 58	18,777 00
Pomeroy and Newark Railroad,	500,000 00	.....	500,000 00	26.70	18,727 00
Columbia and Port Deposit Railroad,	1,000,000 00	1,800,000 00	2,800,000 00	43.21	64,860 00
Hanover and York Railroad,	325,000 00	150,000 00	475,000 00	27.65	17,179 00
Frederick and Pennsylvania Line Railroad,	779,100 00	250,000 00	1,029,100 00	28.00	36,754 00
Mifflin and Centre County Railroad,	167,775 00	200,000 00	367,775 00	12.43	29,588 00
Sunbury and Lewistown Railway,	600,000 00	500,000 00	1,100,000 00	43.45	25,316 00
Bedford and Bridgeport Railway,	600,000 00	1,700,000 00	2,300,000 00	49.17	46,776 00
Lewisburg and Tyrone Railroad,	1,200,000 00	294,174 65	1,494,174 65	85.12	17,554 00
Bald Eagle Valley Railroad,	1,535,000 00	336,000 00	1,871,000 00	90.43	20,690 00
Tyrone and Clearfield Railroad,	1,000,000 00	1,000,000 00	2,000,000 00	134.51	14,869 00
Tipton Railroad,	43,250 00	.....	43,250 00	4.44	9,741 00
Cambria and Clearfield Railroad,	1,300,550 00	1,279,000 00	2,579,550 00	97.64	26,419 00
Cresson and Irvona Railroad,	500,000 00	500,000 00	1,000,000 00	28.69	34,855 00
Ebensburg and Black Lick Railroad,	350,000 00	100,000 00	450,000 00	14.75	30,508 00
South Fork Railroad,	116,700 00	.....	116,700 00	8.12	14,372 00
Western Pennsylvania Railroad,	1,775,000 00	4,004,100 00	5,779,100 00	137.10	42,152 00
South West Pennsylvania Railroad,	1,499,900 00	900,000 00	2,399,900 00	111.87	21,453 00
Pittsburgh, Virginia and Charleston Railroad,	3,432,900 00	3,431,000 00	6,863,900 00	77.33	88,761 00
Philadelphia and Erie Railroad,	10,385,000 00	19,799,000 00	30,184,000 00	287.56	104,916 00
Johnsonburg Railroad,	200,000 00	200,000 00	400,000 00	19.69	20,314 00
Ridgway and Clearfield Railroad,	491,000 00	491,000 00	982,000 00	27.23	36,064 00
Susquehanna and Clearfield Railroad,	286,000 00	285,000 00	571,000 00	24.89	22,941 00
Nescopec Railroad,	200,000 00	259,000 00	459,000 00	11.96	38,378 00
North and West Branch Railway,	1,500,000 00	1,500,000 00	3,000,000 00	47.82	62,735 00
Sunbury, Hazleton and Wilkes-Barre Railway,	1,000,000 00	2,350,000 00	3,350,000 00	43.44	77,118 00
United New Jersey Railroad and Canal Company,	21,240,400 00	20,001,625 00	41,242,025 00	144.81	See note.
Trenton Delaware Bridge,	298,900 00	350,000 00	648,900 00	.19	3,415,263 00
Philadelphia and Trenton Railroad,	1,259,100 00	.....	1,259,100 00	26.50	47,513 00
Connecting Railway,	1,278,300 00	991,000 00	2,269,300 00	6.75	336,193 00
Kensington and Tacony Railroad,	355,900 00	.....	355,900 00	6.88	51,584 00
Fair Hill Railroad,	150,000 00	.....	150,000 00	.78	192,308 00
River Front Railroad,	300,000 00	300,000 00	600,000 00	3.86	155,440 00
Engleside Railroad,	30,000 00	.....	30,000 00	.17	176,471 00
Perth Amboy and Woodbridge Railroad,	228,400 00	100,000 00	328,400 00	6.40	51,313 00
Millstone and New Brunswick Railroad,	95,750 00	.....	95,750 00	6.64	14,420 00

Digitized by Google

Rocky Hill Railroad,	45,600 00	.....	45,600 00	2.38	19,160 00
Belvidere Delaware Railroad,	1,253,000 00	2,793,000 00	4,046,000 00	80.83	50,056 00
Bustleton Railroad,	100,000 00	.....	100,000 00	4.16	24,039 00
Philadelphia, Germantown and Chestnut Hill Railroad,	1,263,000 00	1,263,000 00	2,526,000 00	13.87	182,120 00
Freehold and Jamesburg Agricultural Railroad,	295,600 00	498,600 00	794,200 00	27.54	28,838 00
Columbus, Kinkora and Springfield Railroad,	66,050 00	129,800 00	195,850 00	14.16	13,831 00
Delaware River Railroad and Bridge,	900,000 00	1,000,000 00	1,900,000 00	2.33	815,451 00
Philadelphia and Long Branch Railroad,	765,000 00	750,000 00	1,515,000 00	49.07	30,874 00
Philadelphia and Beach Haven Railroad,	200,000 00	.....	200,000 00	12.09	16,543 00
Camden and Burlington Company Railroad,	381,925 00	350,000 00	731,925 00	29.61	24,719 00
Vincentown Branch Railroad,	25,000 00	15,000 00	40,000 00	2.84	14,085 00
Mt. Holly, Lumberton and Medford Railroad,	95,650 00	75,000 00	170,650 00	5.95	28,681 00
New York Bay Railroad,	500,000 00	467,073 99	967,073 99	9.20	105,117 00
Grand total,	$200,088,000 00	$166,650,213 64	$366,738,213 64	2,696.73	See note.

*No "amount per mile of road" given for the United New Jersey Railroad and Canal Company; also, no "grand total per mile of road," for the reason that the stocks and bonds cover both railroad and canal.

Digitized by Google

EXPLANATORY REMARKS.

It is not possible from the system of accounts used by this company to give the expenditures for the year or the total cost under the various items as called for. The transactions for the year shown as "cost of construction" on opposite page are sub-divided in our accounts as follows:

Right of way,	$122,669 04
Bridges and trestles,	20,000 00
Additional tracks,	10,135 10
New lines,	917,754 83
Buildings, furniture and fixtures,	18,490 06
Wharfing,	2,628 27
	$1,026,150 56

We do not separate in our accounts the cost of the different kinds of cars used in the passenger service, consequently we cannot divide the amounts stated to show separately the cost of passenger cars, sleeping, parlor or dining cars, etc. The cost of equipment is that of equipment used on all Pennsylvania Railroad lines, dividing it by length of road owned by Pennsylvania Railroad shows a result which can be of no use. Dividing the cost of floating equipment by length of road owned produces a result that can be of no use.

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.			Total cost to June 30, 1895.	Total cost to June 30, 1896.	Cost per mile.
	Included in operating expenses.	Not Included in Operating Expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction:						
Other real estate,	None.	None.	$182,631 18	$20,034,902 29	$20,217,733 47	$38,163 95
Cost of construction,	.....	.....	1,026,150 56	52,951,837 70	53,977,988 26	101,891 40
Shop machinery and tools,	.....	.....	None.	1,618,218 88	1,618,218 88	3,054 63
Total construction,	None.	None.	$1,208,981 74	$74,604,958 87	$75,813,940 61	$143,109 98
Equipment:						
Locomotives,	.....	.....	.....	14,080,770 35	14,080,770 35	26,579 53
Passenger cars,	.....	.....	.....	6,398,583 65	6,398,583 65	12,078 27
Freight cars,	.....	.....	1,256,444 27	15,873,387 54	17,129,831 81	32,335 08
Other cars of all classes,	.....	.....	.....	177,425 55	177,425 55	334 92
Floating equipment,	.....	.....	119,872 21	1,846,579 95	1,966,452 16	3,711 97
Total equipment,	.....	.....	$1,376,316 48	$38,376,747 04	$39,753,063 52	$75,039 77
Grand total cost construction, equipment, etc.,	.....	.....	$2,585,298 22	$112,981,705 91	$115,567,004 13	$218,149 75

Digitized by Google

EXPLANATORY REMARKS.

Other deductions:	
Extraordinary repairs,	$1,327,350 58
Sinking fund appropriation,	324,780 00
Advances to Allegheny Valley Railway Company, to pay interest on bonds,	156,715 00
Fund for purchase of securities,	87,216 87
Sundry items,	34,312 37
	$1,920,275 82

Deductions for year:
Adjustment of accrued interest on bonds, less profit on securities disposed of and amounts received in settlement of old accounts.

INCOME ACCOUNT.

Gross earnings from operation,	$65,084,819 21	
Less operating expenses,	45,064,873 29	
Income from operation,		$20,019,945 92
Dividends on stocks owned,	$2,269,746 45	
Interest on bonds owned,	1,427,865 58	
Miscellaneous income, less expenses,	854,002 65	
Income from other sources,		4,551,614 68
Total income,		$24,571,560 60
Deductions from income:		
Interest on funded debt accrued,	$4,339,611 11	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	130,335 29	
Rents paid for lease of road,	8,712,529 57	
Taxes,	798,587 26	
Other deductions,	1,920,275 82	
Total deductions from income,		16,401,339 06
Net income,		$8,170,221 55
Dividends, 5 per cent. common stock,		6,465,062 75
Surplus from operations of year ending June 30, 1896,		$1,705,157 80
Surplus on June 30, 1895 (from "General Balance Sheet," 1895 report)		23,203,232 41
		$24,908,390 21
Deductions for year,		1,655,242 34
Surplus on June 30, 1896 (for entry on "General Balance Sheet"),		$23,253,147 87

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Total passenger Revenue,		$14,866,290 47
Mail,		1,417,511 23
Express,		1,498,436 25
Total Passenger Earnings,		$17,782,227 95
Total freight revenue,		46,402,657 48
Total freight earnings,		46,402,657 48
Total passenger and freight earnings,		$64,184,885 43
Other earnings from operation:		
Rents from tracks, yards and terminals,	$48,027 88	
Rents not otherwise provided for,	433,650 37	
Other sources,	418,255 53	
Total other earnings,		899,933 78
Total gross earnings from operation,		$65,084,819 21
Income from all other sources including interest on bonds, dividends on stock, rentals, etc.,		4,551,614 68
Total earnings and income,		$69,636,433 89

Digitized by Google

STOCKS OWNED.

A. Railway Stocks.

Name.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.	Valuation.
Allegheny Valley Railway Company, common.	$9,653,800 00			
Allegheny Valley Railway Company, preferred.	11,187,105 77			
Burlington and Mt. Holly Traction Railroad Company.	25,000 00			
Bald Eagle Valley Railroad Company.	706,250 00	10	$70,625 00	
Belvidere Delaware Railroad Company.	244,600 00	26	22,956 00	
Baltimore and Potomac Railroad Company.	4,081,100 00			
Bustleton Railroad Company.	100,000 00			
Bedford and Bridgeport Railway Company.	600,000 00	5	30,000 00	
Barnegat Railroad Company.	50,000 00			
Columbia and Port Deposit Railway Company.	600,000 00	3	18,000 00	
Columbus Xen'a Railroad Company.	500 00	8	42 00	
Connecting Railway Company.	1,277,850 00	6	76,671 00	
Chartiers Railway Company.	333,850 00	8	26,708 00	
Cumberland Valley Railroad Company, first preferred.	112,100 00			
Cumberland Valley Railroad Company, second preferred.	125,100 00	6	72,781 00	
Cumberland Valley Railroad Company, common.	975,850 00			
Cambria and Clearfield Railroad Company.	1,300,550 00			
Cumberland Valley and Martinsburg Railroad Company.	200,000 00			
Cresson and Irvona Railroad Company.	500,000 00			
Downingtown and Lancaster Railroad Company.	465,650 00			
Delaware River Railroad and Bridge Company.	900,000 00			
Engleside Railroad Company.	30,000 00			
Ebensburg and Black Lick Railroad Company.	350,000 00			
Freehold and Jamesburg Agricultural Railroad Company.	37,800 00	6	2,268 00	
Frederick and Pennsylvan'a Line Railroad Company, preferred.	461,000 00			
Fair Hill Railroad Company.	150,000 00			
Hanover and York Railroad Company.	325,000 00			
Junction Railroad Company.	76,650 00	5	3,832 50	
Johnsonburg Railroad Company.	75,000 00			
Kensington and Tacony Railroad Company.	355,900 00	4	14,216 00	
Lewisburg and Tyrone Railroad Company.	1,110,450 00			
Little Miami Railroad Company.	500 00	8	40 00	
Mifflin and Centre County Railroad Company.	153,100 00			
Millstone and New Brunswick Railroad Company.	250 00			
Mt. Holly, Lumberton and Medford Railroad Company.	47,700 00	6	2,862 00	
Northern Central Railway Company.	3,488,950 00	7	244,226 50	
North and West Branch Railway Company.	925,000 00	8	74,000 00	
Nescopeck Railroad Company.	239,000 00			
New York Bay Railroad Company.	500,000 00			
Pennsylvania Company, common.	21,000,000 00			
Pittsburgh, Virginia and Charleston Railway Company.	3,044,532 00	5	152,213 75	
Philadelphia and Erie Railroad Company, preferred.	2,400,000 00			
Philadelphia and Erie Railroad Company, common.	3,501,800 00			
Philadelphia, Germantown and Chestnut Hill Railroad Company.	1,262,750 00			
Pittsburgh, Ft. Wayne and Chicago Railway Company, guaranty special.	2,348,500 00	7	123,296 25	
Philadelphia and Long Branch Railroad Company.	765,000 00			
Piedmont and Cumberland Railway Company.	200,000 00	6	12,000 00	
Perth Amboy and Woodbridge Railroad Company.	198,400 00	10	19,840 00	
Pennsylvania and North Western Railroad Company.	28,250 00			
Philadelphia and Trenton Railroad Company.	500 00	7½	37 50	
Philadelphia, Wilmington and Baltimore Railroad Company.	10,850,950 00	3	334,352 20	
Pomeroy and Newark Railroad Company.	500,000 00			
Pennsylvania Schuylkill Valley Railroad Company.	7,117,200 00			
Philadelphia and Delaware County Railroad Company.	250,000 00			

Digitized by Google

STOCKS OWNED—Continued.

Name.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.	Valuation.
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, preferred,	$2,406,400 00	2	$48,128 00	
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, common,	2,245,500 00			
Philadelphia, Bustleton and Trenton Railroad Company,	280,500 00			
Philadelphia and Beech Haven Railroad Company,	200,000 00			
River Front Railroad Company,	300,000 00	5	15,000 00	
Ridgway and Clearfield Railroad Company,	491,000 00	9	44,190 00	
Rocky Hill Railroad and Transportation Company,	250 00	6	15 00	
Summit Branch Railroad Company,	2,190,200 00			
St. Louis, Vandalia and Terre Haute Railroad Company, first preferred,	837,000 00			
South West Pennsylvania Railway Company,	1,057,250 00	12	126,870 00	
Susquehanna and Clearfield Railroad Company,	286,000 00			
Sunbury Hazleton and Wilkes-Barre Railway Company,	1,000,000 00	10	100,000 00	
South Fork Railroad Company,	116,700 00			
Trenton Cut-off Railroad Company,	100,000 00			
Tipton Railroad Company,	43,250 00			
Tyrone and Clearfield Railroad Company,	1,000,000 00	5	50,000 00	
Toledo, Walhonding Valley and Ohio Railroad Company,	1,920,000 00			
United New Jersey Railroad and Canal Company,	1,350,000 00	7½	101,250 00	
Vincentown Branch of the Burlington County Railroad Company,	3,150,00	6	189 00	
Western Pennsylvania Railroad Company,	1,753,650 00	8	140,286 00	
West Jersey and Seashore Railroad Company,	1,496,400 00			
West Chester Railroad Company,	165,000 00	5	8,250 00	
Washington Southern Railway Company,	1,000,000 00			
Interest received on stocks disposed of during year,			57,963 75	
Total,	$115,475,737 77		$2,003,109 45	$76,076,187 99

B. Other Stocks.

Name.	Total Par Value.	Rate Per Cent.	Income or Dividend Received.	Valuation.
Altoona and Logan Valley Electric Railway Company,	$80,000 00			
Bergen Point and Staten Island Ferry Company, instalment,	640 00			
Cresson Springs Company, common,	182,150 00			
Cresson Springs Company, preferred,	50,000 00			
Camden, Philadelphia Steamboat Ferry Company,	346,150 00	5	$17,307 50	
Delaware and Schuylkill Market Company,	250,000 00	4	10,000 00	
Girard Point Storage Company,	1,066,700 00			
International Navigation Company,	725,000 00			
Louisville Bridge Company,	901,200 00	8	72,104 00	
Manor Real Estate and Trust Company,	1,863,950 00			
New Jersey Warehouse and Guaranty Company,	25,000 00			
Philadelphia Bourse,	5,000 00			
Pennsylvania Canal Company,	3,517,150 00			
Pennsylvania Steel Company, common,	350,300 00			
Pennsylvania Steel Company, preferred,	137,100 00			
Port Richmond and Bergen Point Ferry Company,	40,000 00			
Philadelphia Bala and Bryn Mawr Turnpike Company,	1,000 00			
Pennsylvania Car Trust, certificates,	20,000 00	5	1,937 50	
Pennsylvania Equipment Trust, certificates,	34,000 00	4	2,880 00	
Pennsylvania Rolling Trust, certificates,	151,000 00	4	22,600 00	
Susquehanna Coal Company,	2,136,800 00	6	128,208 00	
West Jersey Ferry Company,	215,000 00	4	8,600 00	
Merchants' Warehouse Company,	1,000 00	3	3,000 00	
Total,	$12,098,240 00		$266,637 00	$6,420,042 10
Grand Total, A and B,	$127,573,977 77		$2,269,746 45	$82,496,229 99

Digitized by Google

BONDS OWNED.

A. Railway Bonds.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.	Valuation.
Allegheny Valley Railway Company, general mortgage,	$127,000 00	4		
Belvidere Delaware Railroad Company, consolidated mortgage,	344,000 00	4	$7,240 00	
Baltimore and Potomac Railroad Company, consolidated mortgage,	3,000,000 00	5	75,000 00	
Belvidere Delaware Railroad Company, first mortgage,	1,000 00	6	30 00	
Bedford and Bridgeport Railroad Company, debenture certificate,	1,700,000 00	5	85,000 00	
Cambria and Clearfield Railroad Company, first mortgage,	639,000 00	5	31,675 00	
Cincinnati and Muskingum Valley Railroad Company, first mortgage,	754,000 00	7		
Camden and Atlantic Railroad Company, debenture certificate,	535,000 00	5	19,250 00	
Columbia and Port Deposit Railway Company, mortgage,	1,550,000 00	4	67,000 00	
Cresson and Irvona Railroad Company, first mortgage,	500,000 00	4		
Downingtown and Lancaster Railroad Company, coupon,	240,800 00	4		
Erie and Pittsburgh Railroad Company, mortgage coupon,	2,000 00	7	70 00	
Frederick and Pennsylvania Line Railroad Company, first mortgage,	250,000 00	6		
Fair Hill Railroad Company, debenture certificate,	183,000 00			
Freehold and Jamesburg Agricultural Railroad Company, certificate,	1,350 00	6	48 00	
Grand Rapids and Indiana Railroad Company, second mortgage,	2,700,000 00	6		
Gettysburg and Harrisburg Railroad Company, first mortgage,	19,500 00	6	1,155 00	
Grand Rapids and Indiana Railroad Company, first mortgage,	232,000 00	4½	9,607 50	
Grand Rapids and Indiana Railroad Company, general mortgage,	484,000 00	5		
Grand Rapids and Indiana Railroad Company, general mortgage,	750,000 00	5		
Hanover and York Railroad Company, debenture certificate,	150,000 00	4	6,000 00	
Indianapolis and Vincennes Railroad Company, second mortgage,	1,000 00	6		
Indianapolis and St. Louis Railway Company, mortgage,	500,000 00	6	30,000 00	
Jersey City and Bergen Railroad Company, first mortgage,	239,000 00	7	8,365 00	
Jeffersonville, Madison and Indianapolis Railroad Company, first mortgage,	258,000 00	7	18,970 00	
Johnsonburg Railroad Company, first mortgage,	150,000 00	6		
Lewisburg and Tyrone Railroad Company, debenture certificate,	294,174 65	5		
Mifflin and Centre County Railroad Company, first mortgage,	200,000 00	6		
Nescopec Railroad Company, debenture,	200,000 00	5		
Northern Central Railway Company, consolidated general mortgage,	27,000 00	6	810 00	
New York Bay Railroad Company, debenture certificate,	467,073 99			
North and West Branch Railway Company, first mortgage,	1,400,000 00	6	84,000 00	
Pittsburgh, Cincinnati and St. Louis Railway Company, first consolidated mortgage,	749,000 00	7	41,265 00	
Philadelphia and Erie Railroad Company, general mortgage,	2,000 00	4	80 00	
Piedmont and Cumberland Railway Company, first mortgage,	100,000 00	5	5,000 00	
Philadelphia, Wilmington and Baltimore Railroad Company, trust certificates,	6,000 00	4	240 00	
Pittsburgh, Virginia and Charleston Railway Company, first mortgage,	3,431,000 00	4½	154,395 00	
Pennsylvania Company, registered,	8,000 00	6	405 00	
Pennsylvania Railroad Company, equipment trust,	14,000 00	4	560 00	
Philadelphia and Erie Railroad Company, general mortgage,	263,000 00	5	13,150 00	
Pittsburgh, Wheeling and Kentucky Railroad Company, first mortgage,	86,000 00	7	6,020 00	

Digitized by Google

BONDS OWNED—Continued.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.	Valuation.
Philadelphia and Erie Railroad Company, consolidated general mortgage,	$3,681,000 00	6	$110,430 00	
Pennsylvania Schuylkill Valley Railroad Company, first mortgage,	7,000,000 00	5	350,000 00	
Philadelphia and Long Branch Railroad Company, first mortgage,	750,000 00	5		
Philadelphia, Germantown and Chestnut Hill Railroad Company, consolidated mortgage,	263,000 00	4½	5,917 50	
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage,	607,000 00	4½	45,495 00	
Philadelphia and Delaware County Railroad Company, first mortgage,	180,000 00	5		
Pittsburgh, Youngstown and Ashtabula Railroad Company, first mortgage,	25,000 00	5	625 00	
River Front Railroad Company, debenture certificate,	84,000 00	4	3,360 00	
Pennsylvania and New Jersey Railroad Company of Pennsylvania, debenture certificate,	700,000 00	4		
Pennsylvania and New Jersey Railroad Company of New Jersey, debenture certificate,	300,000 00	4		
Steubenville and Indiana Railroad Company, first mortgage,	51,000 00	5	1,275 00	
Sunbury, Hazleton and Wilkes-Barre Railway Company, second mortgage,	488,000 00	6	29,280 00	
St. Louis, Vandalia and Terre Haute Railroad Company, second mortgage,	230,000 00	7	15,925 00	
Sunbury, Hazleton and Wilkes-Barre Railroad Company, second mortgage,	600 00	6	36 00	
South West Pennsylvania Railway Company, first mortgage,	600,000 00	7	42,000 00	
Shamokin Valley and Pottsville Railroad Company, first mortgage,	530,000 00	7	19,425 00	
Summit Branch Railroad Company, first mortgage,	482,000 00	7	16,800 00	
Susquehanna and Clearfield Railroad Company, first mortgage,	285,000 00	5		
Tyrone and Clearfield Railway Company, first mortgage,	1,000,000 00	5	25,000 00	
United New Jersey Railroad and Canal Company, general mortgage coupon,	175,000 00	6	10,500 00	
United New Jersey Railroad and Canal Company, general mortgage registered,	116,000 00	6	6,960 00	
Washington Southern Railway Company, first mortgage,	1,000,000 00	5		
West Jersey Railroad Company, debenture certificate,	120,000 00	5		
Interest received on bonds disposed of during year,			8,843 83	
Total,	$41,225,488 64		$1,357,297 83	$34,577,622 09

B. Other Bonds.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.	Valuation.
American Bottom, Marble, Lime and Coal Company, first mortgage,	$200,000 00	7	$14,000 00	
Altoona and Logan Valley Electric Railway Company, first mortgage,	74,500 00	5	3,725 00	
American Steamship Company, mortgage coupons,	13,500 00	6		
Central Stock Yard and Transit Company, first mortgage,	300,000 00	7	21,000 00	
Cresson Springs Company, mortgage,	100,000 00	6		
International Navigation Company, coupon,	340,000 00	6	20,400 00	
Lisbon Coal Company, mortgage,	316,000 00	5		
Maryland Steel Company, first mortgage,	180,000 00	5	9,000 00	
Pennsylvania Canal Company, general mortgage,	284,000 00	6		

Digitized by Google

B. Other Bonds—Continued.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.	Valuation.
Pennsylvania Steel Company and Maryland Steel Company of Baltimore County, consolidated mortgage,	$30,000 00	6	$900 00	.....
Standard Plate Glass Company, second mortgage,	400 00	6	12 75	.....
United States Currency, registered bonds,	400,000 00	6	.....	.....
Western Pennsylvania Exposition Society, first mortgage,	27,000 00	6	1,620 00	.....
Total,	$2,371,400 00	.....	$70,657 75	$2,240,031 36
Grand total, A and B,	$43,596,838 64	.....	$1,427,865 58	$36,817,653 46

RENTALS RECEIVED.

Rents received from lease of tracks, yards and terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks:	Over Susquehanna bridge, Rockville, Pa.	Northern Central Railway,	$6,000 00	
	Between Octoraro Junction and Port Deposit, Md.	Philadelphia and Baltimore Central Railroad.	4,000 00	
	Between Pine Creek and Bennett, Pa.	Pittsburgh and Western Railroad.	10,000 00	
	Camden, N. J.,	West Jersey Railroad,	2,500 00	
	Lewistown, Pa.,	Kishacoquillas Railroad,	600 00	
	Pittsburgh, Pa.,	Pittsburgh, Fort Wayne and Chicago Railroad.	250 00	
	Pittsburgh, Pa.,	Pittsburg, Cincinnati, Chicago and St. Louis Railway.	3,600 00	
	Pittsburgh, Pa.,	Allegheny Valley Railroad,	1,150 00	
	Total,			$28,100 00
Terminals:	Union Station, Pittsburgh,	Allegheny Valley Railroad,	$2,253 48	
	Union Station, Pittsburgh,	Pittsburgh, Fort Wayne and Chicago Railway.	5,408 52	
	Union Station, Pittsburgh,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway.	3,605 64	
	Station, Harrisburg,	Northern Central Railway,	2,400 00	
	Station, Huntingdon,	Huntingdon and Broad Top Mountain Railroad.	360 00	
	Station, Driftwood,	Allegheny Valley Railroad,	540 00	
	Station, Emporium,	Western New York and Pennsylvania Railroad.	600 00	
	Station, Hanover,	Western Maryland Railroad,	246 00	
	Station, Williamsport,	Northern Central Railway,	774 84	
	Station, Sunbury,	Northern Central Railway,	3,511 40	
	Station, St. Mary's,	St. Mary's and Southwestern Railway.	60 00	
	Station, Kane,	Pittsburgh and Western Railroad.	60 00	
	Station, Croyland,	Clarion River Railroad,	60 00	
	Station, Carmen Transfer,	Buffalo, Rochester and Pittsburgh Railway.	48 00	
				19,927 88
	Total,			$48,027 88

Digitized by Google

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Received from branch and other roads for interest on valuation of equipment furnished,			$395,037 11
Interest received on securities received with lease of United New Jersey Railroad and Canal Company's property,			311,810 00
Rents of properties of United New Jersey Railroad and Canal Company and Philadelphia and Trenton Railroad,			28,488 30
Interest on loans and general accounts,			167,773 63
Delaware and Raritan Canal,	$289,064 16	$325,402 42	36,338 26
Empire Line,			7,860 89
Sundry accounts,			4,907 21
Total,			$854,002 65

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of Way and Structures:	
Repairs of roadway,	$4,094,386 60
Renewals of rails,	604,439 76
Renewals of ties,	1,190,090 89
Repairs and renewals of bridges and culverts,	613,000 68
Repairs and renewals of fences, road-crossings, signs and cattle guards,	174,240 76
Repairs and renewals of buildings and fixtures,	1,165,711 06
Repairs and renewals of docks and wharves,	273,968 57
Repairs and renewals of telegraph,	111,544 70
Stationery and printing,	15,857 73
Other expenses,	6,239 10
Total,	$8,249,419 85
Maintenance of Equipment:	
Superintendence,	$391,668 62
Repairs and renewals of locomotives,	3,046,556 96
Repairs and renewals of passenger cars,	1,263,814 31
Repairs and renewals of freight cars,	4,342,803 50
Repairs and renewals of work cars,	98,343 12
Repairs and renewals of marine equipment,	271,412 18
Repairs and renewals of shop machinery and tools,	211,348 95
Stationery and printing,	35,494 73
Other expenses,	229,759 63
Total,	$9,891,202 00
Conducting Transportation:	
Superintendence,	350,886 62
Engine and roundhouse men,	4,166,895 93
Fuel for locomotives,	3,740,913 49
Water supply for locomotives,	244,071 45
Oil, tallow and waste for locomotives,	134,407 48
Other supplies for locomotives,	124,728 28
Train service,	3,188,944 06
Train supplies and expenses,	752,817 32
Switchmen, flagmen and watchmen,	2,647,140 21
Telegraph expenses,	1,015,657 82
Station service,	3,878,314 93
Station supplies,	510,425 04
Switching charges—balance,	984 25
Car mileage—balance,	728,897 11
Hire of equipment,	283,213 02
Loss and damage,	96,034 25
Injuries to persons,	263,175 41
Clearing wrecks,	117,023 58

Digitized by Google

OPERATING EXPENSES—Continued.

ITEM.	Amount.
Operating marine equipment,	$362,789 63
Advertising,	215,260 46
Outside agencies,	334,414 85
Commissions,	479 20
Stock yards and elevators,	14,094 64
Rents for tracks, yards and terminals,	259,578 11
Rents for buildings and other property,	330,197 45
Stationery and printing,	376,021 49
Other expenses,	142,848 98
Total,	$25,300,215 06
General Expenses:	
Salaries of general officers,	$240,361 59
Salaries of clerks and attendants,	619,204 51
General office expenses and supplies,	187,319 00
Insurance,	250,741 98
Law expenses,	117,072 97
Stationery and printing (general offices),	85,429 19
Other expenses,	23,907 15
Total,	$1,624,036 39
Recapitulation of Expenses:	
Maintenance of way and structures,	$8,249,419 85
Maintenance of equipment,	9,891,202 00
Conducting transportation,	25,300,215 06
General expenses,	1,624,036 39
Total operating expenses,	$45,064,873 29
Other expenses, as per deductions from income,	16,401,339 05
Grand total,	$61,466,212 34

Percentage of operating expenses to earnings, 69.24 per cent.

Digitized by Google

RENTALS PAID.

A. Rents Paid for Lease of Road.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
West Chester Railroad,	$3,750 00	$8,250 00	.....	$12,000 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad,	28,000 00	82,778 50	$12,051 68	122,830 18
Pennsylvania Schuylkill Valley Railroad,	.....	.....	298,358 88	298,358 88
Columbia and Port Deposit Railway,	.....	.....	115,064 07	115,064 07
Hanover and York Railroad,	.....	.....	7,882 01	7,882 01
Mifflin and Centre County Railroad,	.....	.....	20,477 88	20,477 88
Sunbury and Lewistown Railway,	.....	.....	217,415 10	217,415 10
Bedford and Bridgeport Railway,	.....	.....	103,627 16	103,627 16
Lewisburg and Tyrone Railroad,	.....	.....	515 25	515 25
Bald Eagle Valley Railroad,	.....	.....	169,455 20	169,455 20
Tyrone and Clearfield Railway,	50,000 00	50,000 00	16,704 20	116,704 20
Cresson and Irvona Railroad,	.....	.....	6,545 99	6,545 99
Cambria and Clearfield Railroad,	.....	.....	126,807 20	126,807 20
Western Pennsylvania Railroad,	.....	.....	544,072 60	544,072 60
South West Pennsylvania Railway,	.....	.....	268,889 62	268,889 62
Pittsburgh, Virginia and Charleston Railway,	.....	.....	606,883 53	606,883 53
Philadelphia and Erie Railroad,	.....	.....	1,255,102 94	1,255,102 94
Sunbury, Hazleton and Wilkes-Barre Railway,	.....	.....	210,455 03	210,455 03
North and West Branch Railway,	.....	.....	205,811 14	205,811 14
Nescopec Railroad,	.....	.....	2,497 58	2,497 58
Ridgway and Clearfield Railroad,	24,550 00	.....	45,422 06	69,972 06
Johnsonburg Railroad,	.....	.....	26,017 72	26,017 72
United New Jersey Railroad and Canal Company,	930,200 00	2,124,040 00	463,395 81	3,517,635 81
Perth Amboy and Woodbridge Railroad,	.....	.....	29,622 45	29,622 45
Rocky Hill Railroad and Transportation Company,	.....	1,122 00	264 18	1,386 18
Belvidere Delaware Railroad,	.....	.....	234,293 52	234,293 52
Philadelphia, Germantown and Chestnut Hill Railroad,	.....	.....	19,821 30	19,821 30
Freehold and Jamesburg Agricultural Railroad,	.....	.....	45,176 70	45,176 70
Columbus, Kinkora and Springfield Railroad,	.....	.....	773 30	773 30
Camden and Burlington County Railroad,	21,000 00	22,915 50	5,386 66	49,302 16
Vincentown Branch,	.....	900 00	215 19	1,115 19
Mt. Holly, Lumberton and Medford Railroad,	5,250 00	5,739 00	739 43	11,728 43
Trenton Delaware Bridge Company,	26,500 00	.....	4,775 34	31,275 34
Connecting Railway Company,	59,460 00	76,698 00	12,170 96	148,328 96
Kensington and Tacony Railroad,	.....	14,216 00	155 80	14,371 80
River Front Railroad,	.....	.....	29,680 69	29,680 69
Philadelphia and Trenton Railroad,	.....	49,410 00	20,356 42	69,766 42
Fair Hill Railroad Company,	.....	.....	865 88	865 88
Total rents, A	$1,148,710 00	$2,436,069 00	$5,127,750 57	$8,712,529 57

Digitized by Google

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks:	In Philadelphia, ...	Junction Railroad Company,	$48,263 75	
	Washington Avenue Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad Company.	16,000 41	
	York, Pa., ...	Northern Central Railway Company.	250 00	
	Pittsburgh, Pa., ...	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	3,600 00	
	Cumberland, Md., ...	West Virginia Central and Pittsburgh Railway Company.	250 00	
	Reading, Pa., ...	Peter D. Getz, ...	80 00	
	Perth Amboy, N. J., ...	Central Railroad Company of New Jersey.	12,999 96	
	Trenton Cut-off Railroad,.	Pennsylvania Railroad Company.	1,800 72	
	Philadelphia, Pa., ...	Jas. Martin & Co., ...	315 00	
	Raven Rock, N. J., ...	Johanna R. Berger, ...	50 00	
	Bordentown, N. J., ...	Bordentown Improvement Company.	3 00	
	Middlesex County, N. J...	Aaron Dean, ...	18 00	
	Bridge, Lewisburg, Pa.,...	Lewisburg Bridge Company.	17,649 39	
	Sunbury, Pa., ...	Philadelphia and Erie Railroad Company.	5,000 00	
	Clermont, Pa., ...	Western New York and Pennsylvania Railroad Company.	120 00	
	Falls Creek, Pa., ...	Allegheny Valley Railroad Company.	300 00	
	Falls Creek, Pa., ...	Buffalo, Rochester and Pittsburgh Railroad Company.	70 00	
Total, ...	.....	.....	.....	$106,770 23
Yards:	Lewistown, Pa., ...	Pennsylvania Railroad Company.	$5,000 00	
	Columbia, Pa., ...	Old Columbia Improvement Grounds Company.	600 00	
	Paoli, Pa., ...	Paoli Heights Land Company.	50 00	
	Bristol, Pa., ...	Borough of Bristol, ...	25 00	
	Newark, N. J., ...	Wilkinson, Gudd's & Co.,...	500 00	
Total, ...	.....	.....	.....	6,175 00
Terminals:	Philadelphia, Pa., ...	Girard Point Storage Company.	$24,039 94	
	Philadelphia, Pa., ...	International Navigation Company.	32,984 00	
	Philadelphia, Pa., ...	Merchants' Warehouse Company.	3,640 68	
	Philadelphia, Pa., ...	Pennsylvania Railroad Company.	80,482 50	
	Philadelphia, Pa., ...	Germantown Junction, Elev. and Whs. Company.	194 69	
	Erie, Pa., ...	Lake Shore and Michigan Southern Railway Company.	1,481 11	
	Wilkes-Barre, Pa., ...	Lehigh Valley Railroad Company.	1,500 00	
	Hazleton, Pa., ...	Lehigh Valley Railroad Company.	999 96	
Total, ...	.....	.....	.....	146,632 88
Grand total rents, B.	.....	.....	.....	$259,578 11

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$75,813,940 61	Capital stock,	$129,302,600 00
Cost of equipment,	39,753,063 52	Pennsylvania Railroad Company dividend scrip, May 31, 1893,	6,759 00
Stocks owned,	82,496,229 99	Funded debt,	83,655,840 00
Bonds owned,	36,817,653 45	Current liabilities,	20,042,894 96
Other permanent investments,	133,758 28	Real estate mortgages,	4,003,070 72
Girard Life and Trust Company, trustee, special equipment 4 per cent. equipment trust gold loan,	3,610,186 69	Accrued interest on funded debt not yet payable,	1,637,276 86
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, cost as represented by guaranteed stock and bonds,	1,882,550 00	Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company guaranteed stock and bonds,	1,882,550 00
United New Jersey Railroad and Canal Company's equipment and securities,	3,283,462 25	Equipment United New Jersey Railroad and Canal Company's securities, do.,	3,283,462 25
Managers of trust created October 9, 1878,	4,582,407 78	Fund for purchased securities guaranteed by Pennsylvania Railroad Company, created October 9, 1878,	4,582,407 78
Cash and current assets,	20,992,336 77	Sinking fund Pennsylvania Railroad Company, consolidated mortgage bonds,	5,339,800 00
Other Assets:		Profit and loss,	23,253,147 87
Materials and supplies,	3,978,459 41		
Sinking fund,	3,567,800 00		
Sundries,	47,990 69		
Grand total,	$276,989,809 14	Grand total,	$276,989,809 14

IMPORTANT CHANGES DURING THE YEAR.

	Miles.
No. 1. Johnstown branch put in operation,	1.60
Tyrone and Clearfield Railway extended,	.44
West Pennsylvania Railroad extended,	16.40
Fair Hill Railroad opened,	.78
Lewisburg and Tyrone Railroad extended,	.04
Bald Eagle Valley Railroad extended,	.35
Ebensburg and Black Lick Railroad extended,	.30
Delaware River Railroad and bridge opened,	2.33
Total extensions,	22.24
No. 2. Turtle Creek Valley Branch, decrease, .02	
Wilmerding branch, line straightened, .50	
United New Jersey Railroad and Canal remeasured, decrease, .02	
Columbia and Port Deposit Railway, line straightened, .32	
Cambria and Clearfield Railroad remeasured, decrease, .07	
Total decrease,	.93
Net increase,	21.30

No. 4. Lease of Fair Hill Railroad entered into. Delaware River Railroad and bridge opened for operation at cost.

No. 5. The Enterprise Railroad, Martin's Creek Railway of Pennsylvania and Martin's Creek Railway of New Jersey consolidated with the Belvidere Delaware Railroad.

No. 6. Fifty-seven shares, par, 2,850 issued, result of conversion of dividend scrip of May, 1893.

No. 7. Four million eight hundred and fifty thousand dollars consolidated mortgage sterling, coupon and registered bonds issued.

No. 8. Seventy-one thousand eight hundred and forty-one dollars and forty cents, real estate mortgages created.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

1. Express business done by Adams Express Company under contract.
2. United States mails carried under regulations of United States government.
3. Sleeping, parlor and dining cars furnished by Pullman's Palace Car Company.
4. Agreement with International Navigation Company, dated October 10, 1884, and January 13, 1886.

5 and 6. Agreement between Peninsular Railroad Company of Maryland. The Peninsular Railroad Company of Virginia consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the West Virginia Central and Pittsburgh Railway Company, Piedmont and Cumberland Railway and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between West Virginia Central and Pittsburgh Railway, Piedmont and Cumberland Railway and Pennsylvania Railroad Company in Maryland, dated May 21, 1886.

Huntingdon and Broad Top Mountain Railroad and Pennsylvania Railroad, Martin's Creek Railway of Pennsylvania, Martin's Creek Railway of New Jersey and the Bangor and Portland Railway Company, dated April 15, 1885.

7. Agreement with Western Union Telegraph Company, dated September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage—Executed July 1, 1867 to Wistar Morris and Josiah Bacon in trust from Pittsburgh, Harrisburg, 248.26 miles.

Leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad connecting at Harrisburg and extending to Dillersville and Columbia in Pennsylvania, 53.90 miles.

From last named point to Philadelphia, 81.15 miles.

Branches, 130.28 miles.

Equipment and property of all kinds excepting the following which appears fully described in the mortgage:

1. Certain real estate in Twenty-fourth ward of city of Philadelphia.
2. The Steubenville extension in the city of Pittsburgh.
3. Two certain lots or pieces of ground in city of Pittsburgh.

Consolidated mortgage—Executed July 1, 1873, to Wistar Morris and Josiah Bacon and Edmund Smith in trust covering same property as described in the general mortgage with the addition of following items: Delaware extension, Philadelphia. Leasehold interest in the United Railroad and Canal Company of New Jersey, Philadelphia and Trenton Railroad Company, Connecting Railway Company, excepting Harsimus Cove property, Jersey City, N. J.; real estate Hoboken, N. J., and all other real estate not occupied for operating, or necessary for use of the canal or its feeder or railroad so leased. Leasehold interest in the Philadelphia and Erie Railroad Company and certain securities covered by this mortgage and charged at a valuation of $54,025,391.16.

Navy Yard mortgage—Dated January 1, 1876, covering certain real estate situated on the Delaware river in Philadelphia. Mortgage executed to the Fidelity Insurance Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore Railroad Company stock trust certificates issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities—

Secured by deposit of 160,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company at par value of $50 per share and by the contract of the Pennsylvania Railroad Company made July 1, 1881.

Collateral trust loan—Secured by deed of trust dated June 1, 1883, to the Provident Life and Trust Company in trust with securities deposited with the trustees for the redemption of the loan amounting to the par value of $18,845,000.

Digitized by Google

SECURITY FOR FUNDED DEBT—Continued.

Equipment trust gold coupon bonds—Lien upon 6,000 cars purchased with the proceeds of sale of bonds and upon other cars that may be purchased under terms of sinking fund. Cars held by Girard Life Insurance, Annuity and Trust Company.

Real estate coupon and registered bonds—Secured by mortgage May 1, 1893, to the Farmers' Loan and Trust Company of New York. Trustee covering certain wharf and pier property in New York.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	33	12,014	$277,800 00	$23 12
Other officers,	212	77,380	498,068 67	6 31
General office clerks,	1,900	632,500	1,699,075 00	2 46
Station agents,	880	273,878	485,402 72	1 77
Other station men,	6,657	2,154,886	3,711,406 00	1 72
Enginemen,	2,013	618,321	2,349,468 91	3 80
Firemen,	2,096	660,283	1,291,080 25	1 95
Conductors,	1,576	487,153	1,603,428 00	3 29
Other trainmen,	5,683	1,709,161	3,186,154 76	1 86
Machinists,	2,723	829,358	2,118,308 96	2 55
Carpenters,	3,210	951,166	2,024,547 98	2 13
Other shopmen,	5,325	1,607,439	2,786,934 79	1 73
Section foremen,	658	227,186	391,656 99	1 72
Other trackmen,	9,026	3,198,680	3,565,106 84	1 11
Switchmen, flagmen and watchmen,	2,506	775,355	1,272,766 95	1 64
Telegraph operators and dispatchers,	1,740	510,555	1,122,635 56	2 11
Employes—account floating equipment,	584	179,979	420,192 24	2 34
All other employes and laborers,	6,603	1,935,666	2,767,855 06	1 43
Total (including "general officers"),	53,426	16,901,960	$31,571,909 67	$1 87
Less "general officers,"	33	12,014	277,800 00	23 12
Total (excluding "general officers"),	53,393	16,889,946	$31,294,109 67	$1 85
Distribution of Above:				
General administration,	2,120	773,800	$2,398,780 00	$3 10
Maintenance of way and structures,	12,902	4,025,424	4,961,271 52	1 23
Maintenance of equipment,	13,907	3,427,557	6,784,748 36	1 97
Conducting transportation,	24,497	8,675,179	17,437,109 79	2 01
Total (including "general officers"),	53,426	16,901,960	$31,571,909 67	$1 87
Less "general officers,"	33	12,014	277,800 00	23 12
Total (excluding "general officers"),	53,393	16,889,946	$31,294,109 67	$1 85

EXPLANATORY REMARKS.

The total passenger revenue, $14,144,044.72, shown on opposite page, differs from that shown on page 260, $14,866,280.47, on account of the passenger earnings of the Jersey City ferries being included in the latter but not in the former. In ascertaining averages the earnings of the ferries are always excluded, no mileage being calculated therefor on account of considerable of the earnings being derived from passengers travelling only between Jersey City and New York and not using the railroad. These exclusively ferry passengers are not included in number of passengers carried, the number given being only those using the railroad.

Basis for ascertaining mileage of switching trains:

Locomotive switching trains both passenger and freight are allowed six miles per hour for the number of hours employed each day. The time is usually twelve hours per day. In cases where switching locomotives are in service both day and night the allowance is twenty-four hours.

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Columns for Revenue and Rates. Dollars and cents.	Mills.
Passenger Traffic:			
Number of passengers carried earning revenue,	37,649,227		
Number of passengers carried one mile,	725,180,427		
Number of passengers carried one mile per mile of road,	268,811		
Average distance carried,	19.26		
Total passenger revenue,		$14,144,044 72	
Average amount received from each passenger,		37	541
Average receipts per passenger per mile,		1	950
Total passenger earnings,		17,782,227 95	
Passenger earnings per mile of road,		6,591 55	
Passenger earnings per train mile,		1 20	057
Freight Traffic:			
Number of tons carried of freight earning revenue,	60,386,430		
Number of tons carried one mile,	8,235,066,138		
Number of tons carried one mile per mile of road,	3,052,591		
Average distance haul of one ton,	136.00		
Total freight revenue,		46,402,657 48	
Average amount received for each ton of freight,		76	843
Average receipts per ton per mile,		0	563
Total freight earnings,		46,402,657 48	
Freight earnings per mile of road,		17,200 63	
Freight earnings per train mile,		1 89	888
Passenger and Freight:			
Passenger and freight revenue,		61,268,937 95	
Passenger and freight revenue per mile of road,		22,711 29	
Passenger and freight earnings,		64,184,885 43	
Passenger and freight earnings per mile of road,		23,792 18	
Gross earnings from operation,		65,084,819 21	
Gross earnings from operation per mile of road,		24,125 77	
Gross earnings from operation per train mile,		1 65	828
Operating expenses,		45,064,873 29	
Operating expenses per mile of road,		16,704 74	
Operating expenses per train mile,		86	395
Income from operation,		20,019,945 92	
Income from operation per mile of road,		7,421 03	
Train Mileage:			
Miles run by passenger trains,	14,811,489		
Miles run by freight trains,	24,436,837		
Total mileage trains earning revenue,	39,248,326		
Miles run by switching trains,	19,884,700		
Miles run by construction and other trains,	2,082,796		
Grand total train mileage,	62,215,822		
Mileage of loaded freight cars—North or East,	321,756,823		
Mileage of loaded freight cars—South or West,	134,564,276		
Mileage of empty freight cars—North or East,	42,882,448		
Mileage of empty freight cars—South or West,	232,841,921		
Average number of freight cars in train,	29,957		
Average number of loaded cars in train,	18,674		
Average number of empty cars in train,	11,283		
Average number of tons of freight in train,	326,981		
Average number of tons of freight in each loaded car,	18,046		

18-9 96

Digitized by Google

FREIGHT TRAFFIC MOVEMENT.

Company's material excluded.)

Commodity.	Freight originating on this road—whole tons.	Freight received from connecting roads and other carriers—whole tons.	Total Freight Tonnage. Whole Tons.	Total Freight Tonnage. Per Cent.
Products of Agriculture:				
Grain,	123,647	1,073,948	1,197,595	1.98
Flour,	140,164	526,973	667,137	1.10
Other mill products,	55,755	322,323	378,078	0.63
Hay,	77,721	120,261	197,982	0.32
Tobacco,	24,153	40,481	64,634	0.10
Cotton,	2,132	78,346	80,478	0.13
Fruit and vegetables,	125,571	337,781	463,352	0.76
Other articles,	100,106	163,817	263,923	0.43
Total,	649,249	2,663,930	3,313,179	.....
Products of Animals:				
Live stock,	55,361	363,206	418,567	0.69
Dressed meats,	14,538	147,358	161,896	0.26
Other packing house-products,	14,326	140,264	154,590	0.25
Poultry, game and fish,	18,574	54,256	72,830	0.12
Wool,	8,449	22,309	30,758	0.05
Hides and leather,	53,851	80,155	134,006	0.22
Other articles,	284,617	187,294	471,911	0.78
Total,	449,716	994,842	1,444,558	.....
Products of Mines:				
Anthracite coal,	2,565,414	6,055,733	8,621,147	14.27
Bituminous coal,	12,110,011	6,443,533	18,553,544	30.72
Coke,	5,508,317	421,727	5,930,044	9.81
Ores,	564,541	1,690,799	2,255,340	3.73
Stone, sand and other like articles,	2,660,210	708,540	3,368,750	5.57
Other articles,	246,129	165,479	411,608	0.68
Products of Forest:				
Lumber,	862,994	1,598,672	2,461,666	4.09
Other articles,	207,119	155,346	362,465	0.60
Total,	24,724,735	17,239,829	41,964,564	.....
Manufactures:				
Petroleum and other oils,	144,224	474,145	618,369	1.02
Sugar,	189,589	56,360	245,949	0.40
Naval stores,	797	5,178	5,975	.....
Iron, pig and bloom,	1,151,544	1,154,216	2,305,760	3.88
Iron and steel rails,	410,915	116,326	527,229	0.87
Other castings and machinery,	1,148,744	1,021,353	2,170,097	3.59
Bar and sheet metal,	1,091,940	654,413	1,746,353	2.89
Cement, brick and lime,	636,894	547,208	1,184,102	1.96
Agricultural implements,	4,939	18,742	23,681	0.03
Wagons, carriages, tools, etc.,	12,217	14,511	26,728	0.04
Wines, liquors and beers,	114,577	58,513	173,090	0.28
Household goods and furniture,	32,347	36,404	68,751	0.11
Other articles,	1,840,684	1,816,313	3,656,997	6.05
Merchandise,	69,618	147,836	217,454	0.36
Total,	6,848,937	6,121,608	12,970,545	.....
Miscellaneous:				
Other commodities not mentioned above,	288,693	394,891	683,584	1.14
Grand total tonnage,	33,061,330	27,325,100	60,386,430	100.00

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives — Owned and Leased:						
Passenger,	.....	477	477	Westinghouse,	468	Janney.
Freight,	.....	1,091	1,091	Westinghouse,	9	Janney.
Switching,	.....	235	235	Westinghouse,	44	Janney.
Total locomotives in service,	.....	1,803	1,803	Westinghouse,	521	Janney.
Less locomotives leased,	.....	0	0		0	
Total locomotives owned,	.....	1,803	1,803	Westinghouse,	521	Janney.
Cars—Owned and Leased:						
In Passenger Service—						
First-class cars,	.....	1,023	1,023	Westinghouse,	1,023	Janney.
Second class cars,	.....	64	64	Westinghouse,	64	Janney.
Combination cars,	.....	215	215	Westinghouse,	215	Janney.
Emigrant cars,	.....	54	54	Westinghouse,	54	Janney.
Dining cars,	.....	11	11	Westinghouse,	11	Janney.
Parlor cars,	.....	6	6	Westinghouse,	6	Janney.
Sleeping cars,	.....	0	0		0	
Baggage, express and postal cars,	.....	374	374	Westinghouse,	374	Janney.
Other cars in passenger service,	.....	2	2	Westinghouse,	2	Janney.
Total,	.....	1,749	1,749	Westinghouse,	1,749	Janney.
In Freight Service:						
Box cars,	1,300	21,293	14,802	Westinghouse,	15,054	Janney.
Flat cars,	.....	17	14	Westinghouse,	11	Janney.
Stock cars,	.....	*1,929	786	Westinghouse,	874	Janney.
Coal cars,	1,250	**38,300	9,880	Westinghouse,	13,725	Janney.
Tank cars,	.....	1,045	0	Westinghouse,	0	Janney.
Refrigerator cars,	228	980	616	Westinghouse,	633	Janney.
Other cars in freight service,	.....	0	0		0	
Total,	2,778	63,564	26,098	Westinghouse,	30,297	Janney.
In Company's Service:						
Officers' and pay cars,	.....	13	13	Westinghouse,	13	Janney.
Gravel cars,	.....	1,121	714	Westinghouse,	124	Janney.
Derrick cars,	.....	70	14	Westinghouse,	4	Janney.
Caboose cars,	24	†843	4	Westinghouse,	11	Janney.
Other road cars,	15	1,851	51	Westinghouse,	17	Janney.
Total cars in service,	2,817	69,211	28,643	Westinghouse,	32,215	Janney.
Less cars leased,	228	20,940	11,310	Westinghouse,	12,556	Janney.
Total cars owned,	2,589	48,271	17,333	Westinghouse,	19,659	Janney.
Cars contributed to fast freight line service,	.....	7,806	5,345	Westinghouse,	5,371	Janney.

* One thousand stock cars sold Keystone Live Stock Express Company.

** One hundred and twenty-two wheel coal cars dropped from the classification.

† One M. W. cabin car dropped from the classification.

EXPLANATORY REMARKS.

No mileage is shown on opposite page under headings "Line Operated Under Trackage Rights," for the reason that the page was prepared by the engineer maintenance of way, who has no record of lines so operated.

The information given on page 248 is such as we obtained from time tables, and is not such as the engineer maintenance of way would desire to use.

Digitized by Google

MILEAGE.

A. Mileage of Road Operated—(All Tracks.)

Line in Use.	Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.					Iron.	Steel.
Miles of single track,	329.66	200.10	*451.25	1,715.72	2,696.73	21.30	63.01	2,633.72
Miles of second track,	329.66	63.71	189.11	202.37	784.85	15.95	0.1	784.84
Miles of third track,	223.13	7.74	97.90	13.73	342.50	6.09	.....	342.50
Miles of fourth track,	145.44	.....	95.83	4.05	245.32	21.93	.....	245.32
Miles of yard track and sidings,	451.69	141.65	390.87	713.73	1,697.94	44.54	232.49	1,465.45
Total mileage operated (all tracks),	1,479.58	413.20	1,224.96	2,649.60	5,767.34	108.91	295.51	5,471.83

*Hudson River Ferries not included here, but included on page 248.

B. Mileage of Line Operated in this and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.		Line operated under lease.	Line operated under contract, etc.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.					Iron.	Steel.
In State of Pennsylvania,	329.66	200.10	265.47	1,462.64	2,257.87	21.28	52.12	2,205.75
In State of New Jersey,	.....	.....	185.78	205.80	391.58	.02	10.58	381.00
In State of Maryland,	.....	.....	.....	42.24	42.24	.....	.31	41.93
In State of Delaware,	.....	.....	.....	5.04	5.04	.....	.....	5.04
Total mileage operated (single track),	329.66	200.10	451.25	1,715.72	2,696.73	21.30	63.01	2,633.72

Digitized by Google

MILEAGE—Continued.

C. Mileage of Line Owned in this and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.			New line constructed during year.	Rails.	
	Main line.	Branches and spurs.	Total mileage owned.		Iron.	Steel.
In State of Pennsylvania,	329.66	200.10	529.76	1.08	9.67	520.09
Total mileage owned (single track).	329.66	200.10	529.76	1.08	9.67	520.09

Digitized by Google

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight Per Yard—Pounds.	Average Price Per Ton at Distributing Point.	Kind.	Number.	Average Price at Distributing Point.
				No. 1 Oak,	159,336	$0 65
					138,943	68
					3,016	55
Steel,	2,349.54	100	$28 00		86,651	52
	.30	100	28 00		5,275	50
	3,361.00	100	28 00		21,534	48
	1,942.00	100	29 00	No. 2 Oak,	88,456	50
	1,447.83	85	28 00		17,687	38
	1,842.00	85	28 00		68,251	35
	1,250.00	85	28 00		2,000	30
	173.00	70	28 00		26,500	23
	26.00	70	25 20		968	20
	1.00	60	25 20	Miscellaneous,	32,278	32
Total Steel,	12,133.73		$27 30	Total,	650,936	$0 51.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger	139,225.20	378,623.95	3,044	970 9-16	520,363.96	14,811,489	70.26
Freight,	3,505.90	1,757,134.30	4,969½	3,845 15-16	1,765,876.09	24,436,837	144.53
Switching,	54,813.15	293,843.50	1,687¾	732 6-16	350,148.01	10,834,700	64.34
Construction,	3,411.50	74,676.80	234¾	75 7-16	78,315.60	2,982,796	75.20
Total,	200,955.75	2,504,278.55	9,985½	5,624 5-16	2,714,703.46	52,315,822	103.93
Average cost at distributing point,	$2 979	$1 01	$1 114	$0 97	$1 33		
	2 81	2 58	2 53				
		1 19					

Digitized by Google

ACCIDENTS TO PERSONS.

Kind of Accident.	Employes.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	13	831		2		21	13	854
Falling from trains and engines	37	260		3	3	56	40	319
Overhead obstructions		20				2		22
Collisions	16	99				33	16	132
Derailments	2	14				6	2	20
Other train accidents	3	17		1			3	18
At highway crossings			1			1	1	1
At stations	1	23		1	3	148	4	172
Other causes	28	716	8	32	37	843	73	1,591
Total	100	2,010	9	39	43	1,080	152	3,129

Kind of Accident.	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions		34	1	5			1	5
Derailments		40						
Other train accidents				2				2
At highway crossings	1	16	3	2	26	46	29	48
At stations	1	114		3	6	34	6	37
Other causes	6	149	489	489	2	6	326	495
Total	8	353	328	501	34	86	362	587

Digitized by Google

Other Train Accidents. Employes.

	Killed.	Injured.
By injector on engine bursting,		1
As result of broken axle,	1	6
By crown sheet blowing out of engine,		2
By air hose bursting,		3
As result of broken wheel,		2
By train running into a slide of rocks,		2
By cars being drilled against standing cars,		1
By engine exploding,	1	.....
By being drowned as result of engine running into river,	1	.....
By boiler of locomotive exploding,		1
	3	18

Other Causes. Employes.

While shifting, poling or roping cars,	1	15
By lading in cars shifting,		5
While applying and releasing brakes,	1	39
By falling from bridges, trestles, buildings, etc.,	1	22
By being caught between cars and walls,		9
By being struck by coal falling from engines, cars, etc.,		23
By cinder in eye,		34
By being caught between cars—not while coupling,	3	16
By being caught by car doors or windows,		11
By being run over by coal dump,		1
By being caught by engine on adjoining track,	1	.....
By cutting hand with bottle,		1
By clothes catching fire from spark,		1
By being shot in leg while cleaning revolvers,		1
By being struck or run over by engines, trains and cars,	37	93
While getting on or off engines or cars,	7	236
While at work in engines or cars,		81
By falling from turntable,		1
By falling into barrel of hot water,		1
While handling freight or baggage,		90
By being struck by objects near track,	1	20
By being struck by objects from passing trains,		11
By being stabbed by trespassers,		1
By being struck by objects falling from trains,		1
By being struck by torpedo,		4
While turning switch,		44
By trains starting or stopping too suddenly,		23
By tripping over ties, switches, etc.,		55
By tripping or falling on cars while passing over,		17
By falling in ash pit,		5
By having foot caught between pilot of engine and track,		1
While clearing wrecks and replacing cars on track,	1	21
By being struck by car door, which fell from train, while walking along track,		2
While working on road bed, handling rails, etc.,	1	220
By being struck by objects thrown by unknown persons,		4
While jumping off train or engine,	1	9
By having hand caught in brake wheel,		2
By being caught between train and engines,		2
By falling while getting off car,		3
By being struck by signal pole,		2
By being knocked off engine by car,		1
By being struck by train while walking too close to track,		3
By being struck by train while standing on track,	1	2
While cutting hose between engine and car or between cars,		4
By having foot caught by bumper of engine,		1
By being struck by reverse lever of engine,		1
While firing engine,		2
While cleaning headlight,		1
By being thrown against cars by train,		1
By having foot caught between moving cars,		1
By being struck by car door,		1

Digitized by Google

	Killed.	Injured.
While getting link from under train,		1
By having hands caught between shaking grate and tank of engine,		1
By being caught between landing and end of car,		1
By falling between cars,		1
By being struck by coal falling off moving cars,		1
By brake chain breaking,		1
By striking eye against engine pole,		1
By having hand caught by lever on engine,		1
By spraining foot while getting off cars,		1
By stepping in front of moving car,		1
By falling through platform,		1
By slipping and falling,		9
By loading plate slipping,		1
By having foot caught between rails,		1
By striking foot with coal pick,		2
By falling on track,		3
By slipping on piece of coal,		3
By being burned by hot ashes,		1
By throwing ice axe into car,		1
By slipping on coupling link,		1
By bolt rolling on foot,		2
By nail running into foot,		1
By piece of coal falling on foot,		2
By being burned by back draft from engine,		1
By having hand injured while breaking coal,		1
By falling through trestle work,		1
By falling off coal platform,		1
By being burned while putting out fire in car,		1
By falling while operating switch lever,		1
By spraining back operating switch lever,		1
By being struck by engine while walking on track,		3
By being run over while walking on track,	1	.....
By being caught between moving cars and fence,		1
By falling from car,		2
By being struck by train rope,		1
While working under cars,		2
By being struck by mail bag thrown from car,		1
By being knocked down by moving car,		1
By ice falling on head from top of car,		2
By cross-tie falling on foot,		1
By catching fingers in switch,		1
By being cut while repairing signal wire,		1
By having arm caught between car wheels,		1
By being struck by jack while working at wreck,		1
By being struck by piece of iron while working on track,		1
By falling on ice,		1
By being caught between car and ties,		2
By lading falling on foot,		1
While walking on track,	1	.....
By having hands caught between car doors and casings,		6
While standing on track,		2
By falling from bridge,		1
By being bitten by a dog,		1
By having hand struck by tie,		1
By being struck by train,	4	2
By tornado,		1
While at work, track laborers,	4	71
While crossing tracks, not at highway crossings,	3	1
By being drowned,	1	.....
By being caught between ferry boats and bridge,	1	.....
While at work—		
Baggage porters,		14
Carpenters,		29
Captains mates, engineers, firemen,		
Deck hands and cooks of tugs, lighters and barges,		31
Car inspectors,		25
Boiler makers,		6

Digitized by Google

	Killed.	Injured.
Shop laborers,		18
Engine repairers,		4
Lampmen,		7
Machinists,		4
Blacksmiths,		2
Gatemen,		1
Plumber,		1
Painter,		1
By electric current, lineman,		1
By tools, carpenter,		3
By tools, machinists,		2
While at work—		
Laborers,		35
Warehousemen,		4
Masons,		3
Watchman,		1
Helper,		1
By falling while running to get on train,		3
By being struck on foot by bar of iron thrown on platform of coach by a passenger,		1
By being struck by side obstructions,	1	3
By having finger pinched while closing door of box car,		1
By straining back while lifting coal,		1
By having thumb broken,		1
While transferring freight,		13
By being struck by switch lever,		2
While setting brakes,		2
By falling in front of train,	1	.....
By falling from semaphore,		1
By being struck with pick,		1
By spraining ankle,		1
By falling,		8
By having leg cut by sudden turn of car,		1
By having foot caught between rail and tie,		1
By having finger caught while unloading rails,		1
By having back sprained while unloading stringers,		1
By falling while passing through yard,		1
By being struck on hand with hammer while drilling hole in rock,		1
By having eye injured by piece of flying steel,		1
While handling tools,		13
While handling material,		36
Total,	73	1,591

Other Causes—Passengers.

By careless shifting of train,		2
By being struck or caught by car door or window,		8
While getting on or off moving trains,	5	57
By falling from moving trains,		7
By glass in ventilator falling,		1
By objects thrown through car windows,		20
By being struck by objects near track,		2
By falling in aisle of car,		2
By falling from sleeper berth,		1
By being struck in eye by piece of glass,		1
By lamps or bracket falling,		2
By being struck by train,	1	1
By lighted fire cracker thrown through car window,		1
By piece of head light flying in car window,		1
By having hands caught in car doors and casings,		7
By jumping on or off trains while in motion,		14
By window blinds of car falling,		4
By pushing hand through window glass,		1
By being blown from train while in motion,		1

Digitized by Google

	Killed.	Injured.
By seat breaking,		1
By ferry boat colliding with dock,		12
By falling against ferry bridge,		1
By falling off wagon after collision with ferry boat,		1
By falling off wagon in team gangway,		1
Total,	6	140

Other Causes—Others.	Trespassing.		Not Trespassing.	
	Killed.	Injured.	Killed.	Injured.
While attempting to board moving trains,	2	3		
By being struck by train while lying to close to track,		2		
By jumping off moving trains,		7		
While crossing tracks,	9	4		
By being struck by moving cars,		1		
By falling while getting off engine,		1		
By being caught between moving cars and platform,	1			
By crawling under moving train,		1		
By being caught between moving cars,	1		2	
By falling while climbing over cars,				
By being caught between cars and fence,	1			
By being struck by train while walking on track,		4		
By being struck by engine while walking on track,		4		
By falling from moving train,	1			
While picking coal on track,		1		
By being struck by switch box while stealing a ride,		1		
By lading while unloading car,				2
By falling through trestle bridge,		1		1
By lading slipping,	1	3		
By axle breaking (other train accident),		2		
By being struck or run over by trains and engines,	188	146		
While getting on or off trains and engines,	19	97		
By jumping or falling from trains and engines,	20	26		
Found dead,	22			
By being stabbed by companions while stealing ride,		3		
By being caught between trains, walls, etc.,		3		
By being caught between cars and coupling,	3	23		
By falling from bridge,	2	12		
While coupling,				3
Cause unknown,		1		
By falling into turn-tables or ash pits,		2		
By being thrown down by jar of train,		1		
By tripping and falling while walking along track,		3		
By being struck by coal falling from trestle,		1		
Died in car,	2			
By being struck by stone from blast,		1		
By being caught by car door,		1		
By being struck by lumber falling from frog cars,		2		
By falling from top of stock pen,		1		
While walking on track,	46	38		
While stealing rides on trains,	6	68		
By falling off bridges,		3		
Found lying on track,		23		
Total,	324	489	2	6

Digitized by Google

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.			Alignment.			Profile.						
							Ascending Grades.			Descending Grades.		
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
				Miles.	Miles.	Miles.		Feet.	Miles.		Feet.	Miles.
Fifteenth street, Philadelphia,	Thirtieth street, Philadelphia,	.97	3	.21	.76	.89	.....	.....	.....	1	1.7	.08
Thirtieth street, Philadelphia,	Dillerville, Pa.,	68.80	88	24.43	44.37	1.95	22	838.8	31.09	26	1,141.10	35.76
Dillerville,	Columbia, Pa.,	11.35	22	3.47	7.88	.33	4	216.1	6.32	4	114.30	4.30
Harrisburg,	Altoona,	127.57	242	46.16	81.41	22.43	85	275	31.25	152	1,039	73.89
East end Altoona yard,	West end Altoona yard,	4.94	7	.97	3.97	.....	.....	.....	.....	3	113	4.94
Altoona,	Pittsburgh,	116.03	184	51.23	64.80	19.29	182	2,256	60.75	112	1,787	35.90
Dock street, Philadelphia,	West Philadelphia,	7.84	16	1.12	6.72	3.41	8	39.8	1.94	7	52.4	2.49
Greenwich,	Old Navy Yard,	1.22	1	.11	1.11	.72	6	9.18	.30	5	6.47	.30
Hamburg Junction,	Girard Point,	2.06	6	.61	1.45	1.00	2	1	.32	2	21	.74
Arsenal bridge,	Powelton avenue,	1.70	4	.41	1.29	.....	1	7.32	.20	1	27.50	1.50
Fifty-second Street Junction,	Monticello street,	.14	1	.14	.....	.14	.....	.....	.....	.....	.....	.....
Frazer,	Zermatt,	1.60	5	.74	.86	.60	.....	.....	.....	1	.50	1
Glenloch,	Bucks county line,	29.94	18	7.83	22.11	3.17	3	192	9.01	4	429	17.76
Bucks county line,	Delaware Division Canal,	15.02	12	4.15	10.87	.49	2	104.13	4.67	2	277.87	9.86
Morrisville,	Delaware Division Canal,	.68	3	.20	.48	.04	.....	.....	.....	3	18	.64
Conestoga Junction,	Dillerville Junction,	2.42	.....	.....	2.42	.80	1	9	.29	2	45.50	1.33
Columbia,	Wrightsville,	1.11	.....	.....	1.11	1.11	.....	.....	.....	.....	.....	.....
Wrightsville,	York,	11.77	13	4.66	7.11	.93	2	70	2.40	3	191	9.34
Tyrone,	Vail,	3.15	8	.78	2.37	.50	6	95.5	2.18	2	15.5	.47
Altoona,	Hollidaysburg,	9.60	11	2.29	7.31	.15	47	372	8.71	4	9	.74
Williamsburg Junction,	Henrietta,	18.90	67	7.74	11.16	1.20	20	163	5.06	82	616	12.64
Roaring Spring,	Ore Hill,	3.00	13	1.70	1.30	.....	.....	.....	.....	17	247	3
Martinsburg Junction,	Martinsburg,	.70	3	.32	.38	.....	1	2	.11	4	24	.59
Williamsburg Junction,	Mt. Etna,	19.30	73	9.08	10.22	8.25	23	162	11.05	.....	.....	.....
Springfield Junction,	Oreminea,	8.20	51	4.20	4.00	.44	.....	.....	.....	23	514	7.76
Lilly,	Terminus,	3.12	9	.95	1.17	.....	4	277	2.12	.....	.....	.....
Bens Creek,	Terminus,	1.61	15	.77	.84	.....	15	287	1.61	.....	.....	.....
Sonman,	Terminus,	.71	3	.62	.09	.....	2	105	.71	.....	.....	.....
Portage,	Terminus,	3.63	25	1.72	1.91	.10	6	606	3.48	1	4	.05
Bens Creek,	Terminus,	.67	4	.32	.35	.....	2	46	.45	1	12	.22

Digitized by Google

Summerhill,	South Fork,	2.03	8	1.17	.86	.....	2	34	1.46	1	32	.57
Donohue,	Crabtree,	4.55	12	2.35	2.20	.....	.....	.....	.....	8	218	4.55
Jeanette,	Terminus,	.54	3	.27	.27	.12	1	4	.08	3	30	.34
Junction main line,	Terminus,	.67	3	.29	.38	.....	4	16	.39	2	18	.23
Junction main line,	Manor,	4.30	14	1.78	2.52	.16	6	129	3.65	1	13	.49
Stewart,	Export,	10.86	34	5.56	5.30	.60	29	242	9.17	5	28	1
Junction Turtle Creek,	End of track,	3.87	12	1.39	2.48	.38	11	217	2.49	.....	.....	.....
Wilmerding,	Brinton,	2.95	12	1.01	1.94	.84	6	25	11.97	1	8	.14
Blairsville Intersection,	Indiana,	18.91	30	7.39	11.52	3.14	25	675.7	8.81	17	477.7	6.98
Tearing Run Junction,	Tearing Run,	.96	3	.50	.46	.40	3	56	.56	.....	.....	.....
Homer and Cherry Tree Jc.,	Terminus,	.46	4	.28	.17	.20	1	24	.25	.....	.....	.....
Thomson,	Brinton,	1.32	4	.50	.82	.09	1	7.20	.34	2	21.4	.89
Vonemaugh,	Terminus,	1.60	11	.68	.92	.....	.....	.....	.....	7	37	1.60
Total,		529.76	1,057	200.10	329.66	73.06	333	7,557.73	214.69	509	7,639.44	242.01

EXPLANATORY REMARKS.

Grades indicated run east and north.

Digitized by Google

CHARACTERISTICS OF ROAD—Continued.

Bridges, Trestles, Tunnels, etc.

Item.	Number.	Agregate Length—Feet.	Minimum Length—Feet.	Maximum Length—Feet.	Item.	Number.	Height of Lowest Above Surface of Rail—Feet.
Bridges:					Overhead highway crossings:		
Stone,	196	11,905	10	567	Bridges,	139	11
Iron,	178	22,428	11	3,680			
Wooden,	45	7,033	10	5,370	Total,	139	15½
Combination,	.....	.....			Overhead Railway Crossings:		
					Bridges,	14	
Total,	419	41,366					
			10	726			
Trestles,	20	2,284	178	3,593	Total,	14	
Tunnels,	9	9,134					

Gauge of track: 4 feet, 8½ inches; miles, 277.75 Gauge of track: 4 feet, 9 inches; miles, 252.01.

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
490.32	4,423.90	490.32	4,423.90	Operated by the Pennsylvania Railroad Company.

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
35.40	40.10	Miscellaneous individual owners,	Pennsylvania Railroad Company.

Digitized by Google

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.

Under laws of what government or state organized: Chartered by the State of Pennsylvania April 7, 1870, and amendments thereto, enacted February 18, 1871, and April 10, 1873.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George B. Roberts,	Philadelphia, Pa.,	June 1, 1897.
James McCrea,	Pittsburgh, Pa.,	June 1, 1897.
J. T. Brooks,	Pittsburgh, Pa.,	June 1, 1897.
John E. Davidson,	Pittsburgh, Pa.,	June 1, 1897.
Joseph Wood,	Pittsburgh, Pa.,	June 1, 1897.
Frank Thompson,	Philadelphia, Pa.,	June 1, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	June 1, 1897.
John P. Green,	Philadelphia, Pa.,	June 1, 1897.
William H. Barnes,	Philadelphia, Pa.,	June 1, 1897.
Amos R. Little,	Philadelphia, Pa.,	June 1, 1897.
N. P. Shortridge,	Philadelphia, Pa.,	June 1, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	June 1, 1897.
Samuel Rea,	Philadelphia, Pa.,	June 1, 1897.

Date of last meeting of stockholders for election of directors: June 2, 1896.

Postoffice address of general and operating offices: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburgh, Pa.
Second Vice President,	J. T. Brooks,	Pittsburgh, Pa.
Third Vice President,	John E. Davidson,	Pittsburgh, Pa.
Fourth Vice President,	Joseph Wood,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.
Assistant Treasurer,	John P. Henderson,	Pittsburgh, Pa.
General Counsel,	J. J. Brooks,	Pittsburgh, Pa.
Comptroller,	John W. Renner,	Pittsburgh, Pa.
Assistant Comptroller,	Albert McElvey,	Pittsburgh, Pa.
Auditor, freight receipts,	John M. Lyon,	Pittsburgh, Pa.
Auditor, passenger receipts,	James P. Farley,	Pittsburgh, Pa.
Auditor, disbursements,	James Instan,	Pittsburgh, Pa.
General Manager,	L. F. Lorn,	Pittsburgh, Pa.
Chief Engineer,	Thomas Rodd,	Pittsburgh, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Rochester, Beaver Falls and Western Railway.	Jc. with Marginal R. R., Beaver Falls, Pa., eastward.	South ave., Beaver Falls, Pa.	.55
Pittsburgh, Ohio Valley and Cincinnati Railroad.	Bellaire, O., ...	Powhatan, O., ...	15.27
South Chicago and Southern Railroad.	Colehour Junc., Ill.,	Bernice, Ill., ...	9.32
Hammond branch.	Hegewisch, Ill., ...	Indiana State line,..	.93
State Line and Indiana City Railway. ..	Illinois State line, ...	Clark's Junc., Ind., ..	7.56
Calumet River Railway, ...	100th st., Chicago, Ill.	Hegewisch, Ill., ...	4.43
Pittsburgh, Fort Wayne and Chicago Railway.	Pittsburgh, Pa., ...	Chicago, Ill., ...	468.32
Cummings branch, ...	South Chicago, Ill., ..	Cummings, Ill., ...	1.57
Massillon and Cleveland Railroad, ...	Massillon Junc., O.,	Chippewa, O., ...	12.23
Erie and Pittsburgh Railroad, ...	New Castle, Pa., ...	Girard Junc., Pa., ..	81.00
Dock branch at Erie, Pa., ...	Junc. with main line,	State street, Erie, Pa.	3.47
Cleveland and Pittsburgh Railroad, ...	Rochester, Pa., ...	Cleveland, O., ...	123.80
River Division.	Yellow Creek, O., ...	Bellaire, O., ...	43.44
Tuscarawas branch.	Bayard, O., ...	New Philadelphia, O..	31.10
New Castle and Beaver Valley Railroad,	Homewood, Pa., ...	New Castle, Pa., ...	14.98
Pittsburgh, Youngstown and Ashtabula Railroad.	Kinwood, Pa., ...	Ashtabula Harbor, O.	99.00
Canfield branch, ...	Jc. near Haselton, O.	Youngstown tube work, O.	1.19
Alliance branch, ...	Niles, O., ...	Alliance Junc., O., ..	24.90
Toledo, Walhonding Valley and Ohio Railroad.	Coshocton, O., ... Toledo Pine, O., ..	West Londonville, O., Toledo, O., ...	45.42
Rolling Mill Railroad, ...	Jc. with T. W. V. & O. R. R. at East Toledo, eastward.	Maumee rolling mill, East Toledo, O.	79.98 .71
Salineville Coal Railroad, ...	Salineville, O., ...	Osborn Coal Co.'s mines, Carrol co., O.	3.07
Marginal Railroad, Beaver Falls, Pa.,	Jc. with P., F. W. & C. Ry.	A point on Second av., Beaver Falls, Pa.	2.86
Indianapolis and Vincennes Railroad, ..	Indianapolis, Ind., ..	Vincennes, Ind., ...	116.92
Bushrod branch, ...	Bushrod, Ind., ...	Duggersville, Ind., .	11.88
Gosport branch, ...	Gosport, Ind., ...	Stinesville, Ind., ...	4.21
Lake Shore and Michigan Southern Railway.	Girard Junc., Pa., ..	Erie, Pa., ...	16.74
Union Railway, ...	Indianapolis, Ind., ...	.....	.12
Total mileage, ...	.....	.....	1,325.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of real estate, ...	$1,259,036 04	Capital stock, ...	$21,000,000 00
Cost of equipment, ...	7,530,694 45	Funded debt, ...	24,942,831 00
Stocks owned, ...	29,427,126 49	Current liabilities, ...	9,228,612 45
Bonds owned, ...	8,283,598 29	Real estate mortgages, ...	00,000 00
Other permanent investments, ...	2,532,885 62	Accrued interest on funded debt not yet payable, ...	24,693 33
Cash and current assets, ...	4,090,724 32	Accrued principal on Car Trust equipment not yet payable, ..	190,959 91
Other assets:		Due lesser companies for supplies, ...	831,831 58
Materials and supplies, ...	$15,204 06	Profit and loss, ...	3,437,846 40
Sinking fund, ...	3,330,000 00		
Sundries, ...	230,210 23		
Betterments to leased roads, ...	474,332 36		
Car Trust Equipment, ...	1,742,831 00		
Grand total, ...	$59,716,754 67	Grand total, ...	$59,716,754 67

Digitized by Google

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization: As North Branch Canal Company, May 15, 1858; name changed March 29, 1865.

Under laws of what government or state organized: Pennsylvania; April 21, 1858; April 12, 1859; March 29, 1860; March 20, 1865; May 1, 1861; April 10, 1863; April 11, 1866; April 6, 1869; April 2, 1870; May 9, 1870; June 28, 1871; April 2, 1872.

Operated by Lehigh Valley Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Harthorne,	Philadelphia, Pa.,	January 1, 1897.
Robert H. Sayre,	South Bethlehem, Pa.,	January 1, 1897.
John B. Garrett,	Philadelphia, Pa.,	January 1, 1897.
William H. Sayre,	South Bethlehem, Pa.,	January 1, 1897.
Robert Lockhart,	South Bethlehem, Pa.,	January 1, 1897.
James I. Blakslee,	Mauch Chunk, Pa.,	January 1, 1897.
Albert Lewis,	Bear Creek, Pa.,	January 1, 1897.
Warren A. Wilbur,	South Bethlehem, Pa.,	January 1, 1897.
George H. Myers,	Bethlehem, Pa.,	January 1, 1897.
John Fritz,	South Bethlehem, Pa.,	January 1, 1897.
James W. Fuller,	Catasauqua, Pa.,	January 1, 1897.
William Connell,	Scranton, Pa.,	January 1, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice-President,	John B. Garrett,	Philadelphia, Pa.
Secretary,	John R. Fanshawe,	Philadelphia, Pa.
Treasurer,	William C. Alderson,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pennsylvania and New York Canal and Railroad Co.	Wilkes-Barre, Pa.	New York state line.	Lehigh Valley R. R. Co.	Lease,	96.52
Branches and spurs	Various,	Various,			12.18
Total mileage,					108.70

The Pennsylvania and New York Canal and Railroad leased to the Lehigh Valley Railroad Company for ninety-nine years from December 1, 1888. The latter company to pay, as rental, the annual cost of maintenance of way and motive power and all expenses connected with maintenance of corporate organization, all obligations under lease or agreement, all interest on bonds, all taxes, etc.

19-9-96

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$8,143,217 32	Capital stock,	$1,061,700 00
Lands owned,	134,434 81	Funded debt,	10,000,000 00
Profit and loss,	2,887,960 25	Current liabilities,	103,912 38
Grand total,	$11,165,612 38	Grand total,	$11,165,612 38

IMPORTANT CHANGES DURING THE YEAR.

$1,500,000 consolidated mortgage 4½ per cent. gold bonds were issued, due in 1950; interest payable June and December, to retire a like amount of 7 per cent. first mortgage bonds due June 1, 1896.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phoenixville Railroad Company; Phoenixville, Pottstown and Reading Railroad Company; Phoenixville and West Chester Railroad Company; Reading and Pottsville Railroad Company; Pottsville and Mahonoy Railroad Company; Girardville Railroad Company, organized under general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
J. C. Bright,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
Henry Eppihimer,	Reading, Pa.,	Second Tuesday in May, 1897.
John P. Green,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
Amos R. Little,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
Samuel Rea,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	Second Tuesday in May, 1897.
Heber S. Thompson,	Pottsville, Pa.,	Second Tuesday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Second Tuesday in May, 1897.
George Wood,	Philadelphia, Pa.,	Second Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 12, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles E. Pugh,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
The Pennsylvania Schuylkill Valley Railroad.	Philadelphia, Pa.	New Boston, Pa.	Penna. R. R. Co.,	Lease, ...	101.30
Branches, ...					28.92
Total mileage,...					130.22

Lease to the Pennsylvania Railroad Company for fifty years from December 1, 1885; rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$14,132,259 12	Capital stock, ...	$7,117,450 00
Stocks owned, ...	124 18	Funded debt, ...	7,000,000 00
Cash and current assets, ...	1,850 70	Current liabilities, ...	18,638 11
Profit and loss, ...	2,104 14	Mortgages and ground rents payable, ...	250 01
Grand total, ...	$14,136,338 12	Grand total, ...	$14,136,338 12

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: Under laws of State of Pennsylvania. General railroad laws as follows: P. L. 1861, p. 702 to 704, approved May 16, 1861; P. L. 1869, p. 24 to 25. Approved April 10, 1869; P. L. 1889, p. 295, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bells Gap Railroad Company, act approved May 11, P. L. 1871, p. 737, supplement act May 17, 1871, P. L. 1871, p. 886; act March 29, 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 27, 1885.

Date of consolidation: December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Edward J. Berwind, ...	Philadelphia, Pa., ...	February 17, 1897.
H. A. Berwind, ...	Philadelphia, Pa., ...	February 17, 1897.
John H. Converse, ...	Philadelphia, Pa., ...	February 17, 1897.
Rudolph Ellis, ...	Philadelphia, Pa., ...	February 17, 1897.
Aaron Fries, ...	Philadelphia, Pa., ...	February 17, 1897.
Stephen Greene, ...	Philadelphia, Pa., ...	February 17, 1897.
John Reilly, ...	Philadelphia, Pa., ...	February 17, 1897.

Date of last meeting of stockholders for election of directors: February 19, 1896.

Postoffice address of general office: Room 301, Betz Building, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary and Treasurer,	Frank S. Lewis,	Philadelphia.
Engineer, M. W.,	C. F. Moore,	Bellwood, Pa.
Counsel,	George W. Biddle,	Philadelphia.
Auditor,	C. K. Elder,	Bellwood, Pa.
General Manager,	Frank S. Lewis,	Philadelphia.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pennsylvania and North Western Railroad.	Bellwood, Blair co., Pa.	A point 3,165 feet west of Horatio, Jefferson co., Pa.	61.43
Stroud branch,	Near Hommer's Sta., in Cambria co., Pa.	Coal mines of Max Frick.	2.13
South Witmer branch,	Irvona, Clearfield county, Pa.	Coal mine No. 1 and No. 2, Philadelphia Coal and Coke Co.	2.56
Elk Run branch,	Punxsutawney, Jefferson co., Pa.	West Eureka mines Nos. 12 and 13, Berwind, White C. M. Co.	6.19
Mahoning branch,	End of main track,	Fordham, Jefferson county, Pa.	3.28
Total mileage,			75.59

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,159,241 52	Capital stock,	$2,250,000 00
Cost of equipment,	386,800 98	Funded debt,	2,247,000 00
Cash and current assets	164,918 66	Current liabilities,	46,300 03
Other assets:		Profit and loss,	152,365 88
Materials and supplies,	13,704 75		
Grand total,	$4,695,665 91	Grand total,	$4,695,665 91

IMPORTANT CHANGES DURING THE YEAR.

Extension of Elk Run branch, .15 miles.
Extension of Stroud branch, .68 miles.

CONTRACTS AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of gross receipts.
United States Mail: Route No. 110,087, $4,594 96 per annum; route No. 110,225, $168.86 per annum; route No. 110,256, $385.20 per annum.
Operate independent telegraph lines.

Digitized by Google

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

Under laws of what government or state organized: The act of Assembly of Pennsylvania incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
F. A. Dingee,	Philadelphia, Pa.,	February 1, 1897.
D. Herbert Hostetter,	Pittsburgh, Pa.,	February 1, 1897.
John Reilly,	Philadelphia, Pa.,	February 1, 1897.
E. Roberts, Jr.,	Philadelphia, Pa.,	February 1, 1897.
John S. Chambers,	Trenton, N. J.,	February 1, 1897.

Date of last meeting of stockholders for election of directors: February 3, 1896.
Postoffice oddress of general office: 720 Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: 720 Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	S. A. Dingee,	Philadelphia, Pa.
Secretary and Treasurer,	A. K. Gregory,	Philadelphia, Pa.
General Superintendent,	John F. Wolf,	Irwin, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Youghiogheny,	Irwin,	Gratztown,	10

PEOPLE'S RAILWAY COMPANY.

Date of organization: May 24, 1865.
Under laws of what government or state organized: Pennsylvania; act April 4, 1865; act April 28, 1871; act February 10, 1872; act March 14, 1873.
Operated by Schuylkill Electric Railway Company and Schuylkill and Lehigh Valley Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas A. Reilly,	Pottsville, Pa.,	November 3, 1896.
William D. Baber,	Pottsville, Pa.,	November 3, 1896.
R. C. Luther,	Pottsville, Pa.,	November 3, 1896.
George S. Clemens,	Pottsville, Pa.,	November 3, 1896.
J. P. Jones,	Pottsville, Pa.,	November 3, 1896.

Date of last meeting of stockholders for election of directors: November 5, 1895.
Postoffice address of general office: Pottsville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas A. Riley,	Pottsville, Pa.
Secretary and Treasurer,	William D. Pollard,	Pottsville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
People's Railway,	Pottsville, Pa.,	Minersville, Pa.,	4.61

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Trackage rights given by this company to Schuylkill Electric Railway Company to run over tracks of this company.

Trackage agreement with Schuylkill and Lehigh Valley Railroad Company to run passenger and freight trains over tracks of this company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$99,246 07	Capital stock,	$100,000 00
Cost of equipment,	27,287 29	Funded debt,	36,000 00
Cash and current assets,	21,999 66	Current liabilities,	283 47
		Profit and loss,	12,249 55
Grand total,	$148,533 02	Grand total,	$148,533 02

Digitized by Google

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

Under laws of what government or state organized: Laws of the State of Pennsylvania, act of March 23, 1865.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Francis G. Stinson,	Norristown, Pa.,	Second Monday in January, 1897.
John Slingluff,	Norristown, Pa.,	Second Monday in January, 1897.
J. P. Hale Jenkins,	Norristown, Pa.,	Second Monday in January, 1897.
Noah D. Frank,	Red Hill, Pa.,	Second Monday in January, 1897.
Charles M. Reed,	Pennsburg, Pa.,	Second Monday in January, 1897.
J. P. Hillegas,	Pennsburg, Pa.,	Second Monday in January, 1897.
D. K. Graber,	Pennsburg, Pa.,	Second Monday in January, 1897.
Charles T. Wange,	Pennsburg, Pa.,	Second Monday in January, 1897.
D. M. Casselberry,	Lower Providence, Pa.,	Second Monday in January, 1897.
John S. Rahn,	Perkiomenville, Pa.,	Second Monday in January, 1897.
D. H. Rudy,	Perkiomenville, Pa.,	Second Monday in January, 1897.
W. H. Seipt,	Worcester, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 33 East Main street, Norristown, Pa.

Postoffice address of operating office: 33 East Main street, Norristown, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	John Slingluff,	Norristown, Pa.
President,	James Boyd,	Norristown, Pa.
Secretary and Treasurer,	Howard Boyd,	Norristown, Pa.
General Solicitor, Attorney or General Counsel,	James Boyd,	Norristown, Pa.
Comptroller,	George B. Boggs,	Norristown, Pa.
Auditor,	F. C. Boggs,	Norristown, Pa.
Chief Engineer,	George B. Boggs,	Norristown, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Perkiomen Railroad,	Perkiomen Junc.,	Emaus Junction,	38.50

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,085,578 35	Capital stock,	$35,400 00
Cost of equipment,	4,277 03	Funded debt,	1,924,600 00
Cash and current assets,	90,617 77	Current liabilities,	1,020,426 34
Other assets:			
Materials and supplies,	15,381 21		
Balance due on stock,	360 00		
Profit and loss,	787,221 98		
Grand total,	$2,983,426 34	Grand total,	$2,983,426 34

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for the operation of the express business.

No contract, nor agreements other than covered by tariffs made with connecting line in the ordinary course of business.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the right of its line for the transaction of railroad business.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 4, 1887.

Under laws of what government or state organized: Under provisions of act of Pennsylvania Legislature, 1868, and supplements.

If a consolidated company, name the constituent companies: Perry County Railroad Company, chartered February 4, 1887; Perry County Railroad Extension Company, incorporated May 28, 1891; merged June 4, 1892.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles H. Smiley,	New Bloomfield, Pa.,	1st January, 1897.
James McIlhenny,	New Bloomfield, Pa.,	1st January, 1897.
H. C. Shearer,	New Bloomfield, Pa.,	1st January, 1897.
S. W. Conn,	New Bloomfield, Pa.,	1st January, 1897.
C. A. Barnett,	New Bloomfield, Pa.,	1st January, 1897.
J. H. Shelbley,	New Bloomfield, Pa.,	1st January, 1897.
John Wister,	Duncannon, Pa.,	1st January, 1897.
P. F. Duncan,	Duncannon, Pa.,	1st January, 1897.
Samuel Ebert,	Loysville, Pa.,	1st January, 1897
Dr. D. B. Milliken,	Landisburg, Pa.,	1st January, 1897.
S. R. Lightner,	Landisburg, Pa.,	1st January, 1897.
Abram Bower,	Falling Springs, Pa.,	1st January, 1897.

Postoffice address of general office: New Bloomfield, Pa.

Postoffice address of operating office: New Bloomfield, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles H. Smiley,	New Bloomfield, Pa.
First Vice President,	John Wistar,	Duncannon, Pa.
Second Vice President,	W. H. Miller,	York, Pa.
Secretary,	James W. Shull,	New Bloomfield, Pa.
Treasurer,	A. R. Johnston,	New Bloomfield, Pa.
General Solicitor,	James W. Shull,	New Bloomfield, Pa.
Auditor,	W. B. Shelbley,	New Bloomfield, Pa.
General Manager,	Charles H. Smiley,	New Bloomfield, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Perry County Railroad,	Duncannan, Pa.,	Landisburg, Pa.,	22.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$214,763 56	Capital stock,	$97,900 00
Cost of equipment,	8,128 50	Funded debt,	123,800 00
Cash and current assets,	704 14	Current liabilities,	3,825 03
Other assets:		Profit and loss,	11,577 97
Materials and supplies,	159 00		
Profit and loss,	13,356 80		
Grand total,	$237,103 00	Grand total,	$237,103 00

CONTRACTS, AGREEMENTS, ETC.

Carry goods for Adams Express Company.
Carry United States mails.
Joint freight rate on corn fertilizers with Central Railroad of New Jersey.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered March 17, 1853.

Under laws of what government or state organized: State of Pennsylvania, March 17, 1853; amendments April 6, 1854; February 12, 1856; May 1, 1857; February 27, 1863; April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation June 29, 1854, of the Philadelphia and Baltimore Central Railroad Company; chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 28, 1852; consolidation, October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company, chartered as above and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania April 11, 1848.

Digitized by Google

Amendments to charters: Baltimore and Philadelphia Railroad Company and Philadelphia and Baltimore Central Railroad Company, in Maryland, March 29, 1853; March 10, 1854; March 6, 1856; March 2, 1860; March 14, 1865; March 19, 1867.

West Chester and Philadelphia Railroad Company, in Pennsylvania, April 15, 1850; May 1, 1852; January 7, 1853; January 29, 1853; March 23, 1853; April 20, 1853; February 27, 1854; May 8, 1854; March 30, 1855; May 3, 1855; February 6, 1856; March 11, 1857; May 13, 1857; May 16, 1857; April 8, 1858; April 1, 1861; April 12, 1861; March 23, 1865; April 12, 1867; April 3 1869; April 14, 1869; April 13, 1870; April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George B. Roberts,	Broad Street Station, Philadelphia,	January 15, 1897.
John P. Green,	Broad Street Station, Philadelphia,	
N. P. Shortridge,	Broad Street Station, Philadelphia,	
Samuel R. Dickey,	Oxford, Pa.,	
S. D. Ramsey,	West Chester, Pa.,	
Thomas V. Cooper,	Philadelphia, Pa.,	
H. H. Haines (Maryland State director).	Rising Sun, Md.,	

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general and operating offices: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Philadelphia, Pa.
Secretary,	John B. Sims,	Philadelphia, Pa.
Treasurer,	Robert W. Smith,	Philadelphia, Pa.
Division Superintendent,	Charles J. Bechdolt,	Media, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line.
Philadelphia and Baltimore Central Railroad.	W. Philadelphia,	Octoraro Junc.,	Philadelphia, Wilmington and Baltimore Railroad Co.	82.82
	Wawa,	West Chester,	Philadelphia, Wilmington and Baltimore Railroad Co.	9.43
Branch.	Brandywine Summit.	Kaolin Works.		1.82
Chester Creek Railroad.	Lumokin,	Lenni.	Philadelphia, Wilmington and Baltimore Railroad Co., as agent for P. & B. C. R. R. Co., lessee.	6.69
Total mileage.				90.37

By an agreement which took effect September 1, 1881, the road (with its leased line), is operated by the Philadelphia, Wilmington and Baltimore Railroad Company, as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,060,923 02	Capital stock,	$2,499,266 90
Stocks owned,	1,100 00	Funded debt,	2,200,000 00
Lands owned,	293,822 37	Ground rents,	26,512 50
Cash and current assets,	513,564 27	Current liabilities,	2,355 13
		State of Maryland,	35,000 00
		Profit and loss,	106,275 13
Grand total,	$4,869,409 66	Grand total,	$4,869,409 66

CONTRACTS, AGREEMENTS, ETC.

See report of operating company.

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

Under laws of what government or state organized: Pennsylvania, "an act to authorize the formation and regulation of the railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

Names.	Postoffice Address.
William M. Singerly,	917 Chestnut street, Philadelphia, Pa.
James Dobson,	809 Chestnut street, Philadelphia, Pa.
E. C. Knight, Jr.,	Provident Building, Philadelphia, Pa.
Wharton Barker,	429 Chestnut street, Philadelphia, Pa.
Charles H. Cramp,	Beach and Ball streets, Philadelphia, Pa.
Walter F. Hagar,	Philadelphia Bank Building, Philadelphia, Pa.
E. A. Hancock,	355 Bourse, Philadelphia, Pa.
William H. Jenks,	328 Chestnut street, Philadelphia, Pa.
Calvin Pardee,	302 Drexel Building, Philadelphia, Pa.
Frank L. Neal,	307 Walnut street, Philadelphia, Pa.
Francis B. Reeves,	20 South Front street, Philadelphia, Pa.

Date of last meeting of trustees for election of directors: January 13, 1896.

Postoffice address of general office: 30 Merchants' Exchange, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Francis B. Reeves,	30 Merchant's Exchange, Philadelphia.
Vice President,	Walter F. Hagar,	30 Merchant's Exchange, Philadelphia.
Secretary,	John J. Curley,	30 Merchant's Exchange, Philadelphia.
Treasurer,	Richard Tull,	30 Merchant's Exchange, Philadelphia.
General Manager,	Ashbel Welch,	30 Merchant's Exchange, Philadelphia.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main line,	Allegheny avenue,	Bridesburg,	2.66
Miscellaneous sidings,			1.14
Under contract with Pennsylvania Railroad Company and River Front Railroad.	Callowhill street,	Tasker street,	2.00
Total mileage,			5.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$190,833 47	Capital stock,	$200,000 00
Cash and current assets,	9,841 52	Current liabilities,	674 99
Grand total,	$200,674 99	Grand total,	$200,674 99

CONTRACTS, AGREEMENTS, ETC.

Agreement dated May 2, 1892, with the Pennsylvania and River Front Railroad Company, for the transportation of the cars of the Philadelphia Belt Line Railroad, on Delaware avenue and Sansom streets, between Callowhill and Tasker streets.

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.
Under laws of what government or state organized: Pennsylvania, April 4, 1888.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thos. McKean,	Philadelphia, Pa.,	First Monday in May, 1897.
A. J. Antelo,	Philadelphia, Pa.,	First Monday in May, 1897.
W. R. Taylor,	Philadelphia, Pa.,	First Monday in May, 1897.
Hugh De Haven,	Philadelphia, Pa.,	First Monday in May, 1897.
Jas. M. Landis,	Philadelphia, Pa.,	First Monday in May, 1897.
Chas. Heebner,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Philadelphia and Chester Valley Railroad Company.	Bridgeport, Pa.	Downingtown, Pa.	21.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,088,838 20	Capital stock,	$755,100 00
Cash and current assets,	4,789 74	Funded debt,	380,510 00
Profit and loss,	128,824 20	Current liabilities,	82,375 94
		Accrued interest on funded debt not yet payable,	4,506 30
Grand total,	$1,222,452 24	Grand total,	$1,222,452 24

CONTRACTS, AGREEMENTS, ETC.

With United States Government Rate per mile for mails.

PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Date of organization: April 2, 1890.

Under laws of what government or state organized: Act of Assembly, Commonwealth of Pennsylvania, approved April 8, 1861, and the several supplements thereto.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company as agent.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	May 4, 1897.
John P. Green,	Philadelphia, Pa.,	May 4, 1897.
W. W. Green,	Philadelphia, Pa.,	May 4, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	May 4, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	May 4, 1897.
Stuart Wood,	Philadelphia, Pa.,	May 4, 1897.

Date of last meeting of stockholders for election of directors: May 5, 1896.

Postoffice address of general office: Room 259 Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	Albert Hewson,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Philadelphia and Delaware County Railroad.	A connection with the Philadelphia and Baltimore Central Railroad near the Philadelphia and Delaware county line, Pennsylvania.	Newtown Square, Delaware county line, Pennsylvania.	Philadelphia, Wilmington and Baltimore Railroad Company.	9.83

Operated at cost by the Philadelphia, Wilmington and Baltimore Railroad Company as agent. Profit or loss paid over to or charged against the proprietary company according to the results at the close of each fiscal year, October 31.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$536,566 82	Capital stock,	$354,750 00
Cash and current assets,	3,617 15	Funded debt,	180,000 00
Profit and loss,	34,709 67	Current liabilities,	37,893 64
		Accrued interest on funded debt not yet payable,	2,250 00
Grand total,	$574,893 64	Grand total,	$574,893 64

Digitized by Google

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

Under laws of what government or state organized: State of Pennsylvania, act of April 3, 1837, and supplements thereto, approved March 20, 1838; February 12, 1846; March 14, 1846; March 15, 1847; February 10, 1852; March 27, 1852; May 4, 1852; April 15, 1853; April 18, 1853; May 5, 1854; May 8, 1854; May 4, 1855; May 21, 1857; April 21, 1858; April 13, 1860; March 7, 1861; April 3, 1863; March 7, 1864; July 22, 1864; March 9, 1865; March 23, 1866; March 7, 1868; March 12, 1869, March 19, 1869; April 1, 1869; April 6, 1870, and May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
*N. Parker Shortridge, ...	Wynnewood, Pa., ...	Second Monday in February, 1897.
*John P. Green, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Samuel Gustine Thompson, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*J. Bayard Henry, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Wm. L. Elkins, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Henry D. Welsh, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Wm. J. Howard, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Amos R. Little, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*Wm. H. Barnes, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
*John H. Catherwood, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
†James McManus, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
†Wm. Johnston, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.
†W. S. P. Shields, ...	Philadelphia, Pa., ...	Second Monday in February, 1897.

*Elected by Stockholders.

†Elected by Philadelphia City Councils.

Date of last meeting of stockholders for election of directors: February 10, 1896.

Postoffice address of general office:

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	N. Parker Shortridge, ...	Philadelphia, Pa.
Secretary, ...	J. S. Vanzandt, ...	Philadelphia, Pa.
Treasurer, ...	J. S. Vanzandt, ...	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Erie Railroad Company.	Sunbury, Pa.,...	Erie, Pa.....	The Pennsylvania Railroad Company.	Lease, ...	287.56

Digitized by Google

Lease from the Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, maintain, manage and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for public use the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States or the State of Pennsylvania.

The surplus of gross receipts after the payment of expenses aforesaid to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company and the payment of interest on the funded debt of said lessor.

Whatever balance may remain after said payments to be paid to the lessor for its own use. The lessee is not to pay or become liable to pay in consequence of any deficiency of gross receipts for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$30,479,205 55	Capital stock,	$10,285,000 00
Stocks owned,	43,314 00	Funded debt,	19,799,000 00
Cash and current assets,	266,683 53	Current liabilities,	65,797 89
Other assets:		Sundry items,	5,218 50
Materials and supplies,	32,716 83	Profit and loss,	566,903 52
Grand total,	$30,821,919 91	Grand total,	$30,821,919 91

PHILADELPHIA AND FRANKFORD RAILROAD COMPANY.

Date of organization: March 21, 1892.
Operated by Philadelphia and Frankford Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John Lowber Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
W. W. Foulkrod,	Philadelphia, Pa.,	First Monday in May, 1897.
Wm. H. Rhawn,	Philadelphia, Pa.,	First Monday in May, 1897.
D. C. Nimlet,	Philadelphia, Pa.,	First Monday in May, 1897.
James Whitaker	Philadelphia, Pa.,	First Monday in May, 1897.
Wm. M. Horrocks,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph H. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Frankford Railroad Company.	Crescentville, Pa.	Frankford, Pa.,	Philadelphia and Reading Railroad Company.	Agreement,	2.60

Agreement May 4th, 1894.

Lessor pays a sum equal to 25 per cent. of the gross receipts, to be applied by the trustees to the payment of interest on first mortgage bonds. Tenure of lease contingent on payment of certificates for arrears of interest and floating debt held by the trustees.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$731,414 80	Capital stock,	$500,000 00
Cash and current assets,	500,912 44	Funded debt,	497,000 00
		Current liabilities,	235,327 24
Grand total,	$1,232,327 24	Grand total,	$1,232,327 24

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.

Under laws of what government or state organized: Pennsylvania, Act of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Alexander Biddle,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
W. L. Elkins,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
John P. Green,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
Samuel F. Houston,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	Second Tuesday in February, 1897.
John C. Sims,	Philadelphia, Pa.,	Second Tuesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 11, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

20-9-96

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry D. Welsh,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Philadelphia, Germantown and Chestnut Hill Railroad.	Germantown Jc.	Chestnut Hill,	Pennsylvania Railroad Company.	Lease,	6.75
Branches,					7.12
Total mileage,					13.87

Lease to the Pennsylvania Railroad Company for 20 years from May 1, 1882. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,528,751 06	Capital stock,	$1,263,000 00
Cash and current assets,	12,732 21	Funded debt,	1,263,000 00
Profit and loss,	3,456 73	Current liabilities,	18,940 00
Grand total,	$2,544,940 00	Grand total,	$2,544,940 00

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17th, 1831.

Under laws of what government or state organized: Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17th, 1831. An act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7th, 1832. An act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833. An act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 8, 1831. An act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847. An act supplementary to the several

Digitized by Google

acts incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849. A further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852. Act of February 10, 1853. Act of April 8, 1853. Supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved May 1, 1861. Act relating to the Philadelphia, Germantown and Norristown Railroad Company, approved February 5, 1862. Act relating to the Philadelphia, Germantown and Norristown Railroad Company, approved February 13, 1863. A further supplement to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved March 11, 1870. An act to authorize the Philadelphia, Germantown and Norristown Railroad Company, to increase its capital stock, approved March 29, 1870. An act to allow turn outs at Ninth and Jefferson streets, in Philadelphia, approved June 28, 1871.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. S. Wilson,	New Centerville, Pa.,	November 2, 1896. (First Monday in November.)
Geo. W. Longaker,	Norristown, Pa.,	
Thos. McKean,	Philadelphia, Pa.,	
Geo. N. Colket,	Philadelphia, Pa.,	
Lewis Elkin,	Philadelphia, Pa.,	November 1, 1897. (First Monday in November.)
John A. Brown, Jr.,	Philadelphia, Pa.,	
Richard Dale,	Philadelphia, Pa.,	
Jos. W. Johnson,	Philadelphia, Pa.,	
Samuel H. Jorden,	Philadelphia, Pa.,	November 7, 1898. (First Monday in November.)
Michael O'Brien,	Philadelphia, Pa.,	
John Slingluff,	Philadelphia, Pa.,	
Edward Dale Toland,	Philadelphia, Pa.,	

Date of last meeting of stockholders for election of directors: November 4, 1895.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board and President,	W. S. Nelson,	132 S. Third st., Philadelphia, Pa.
Secretary and Treasurer,	W. W. Stephens,	132 S. Third st., Philadelphia, Pa.
Attorney, or General Counsel,	J. B. Townsend,	709 Walnut st., Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Philadelphia, Germantown and Norristown Railroad Company.	Ninth and Green.	Germantown,	Philadelphia and Reading Railroad Company.	Lease,	6.04
Norristown Branch.	Sixteenth street,	Norristown,	Philadelphia and Reading Railroad Company.	Lease,	14.02
Total mileage,					20.06

The Philadelphia, Germantown and Norristown Railroad was leased to the Philadelphia and Reading Railroad Company on November 10, 1870, for a period of 999 years, at an annual rental of $269,623.34; payable in quarterly payments, commencing with March 1st, together with $2,000.00 quarterly for organization expenses.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,639,872 23	Capital stock,	$2,246,[illegible] 00
Cost of equipment,	367,988 09	Current liabilities,	72,[illegible] 23
Plymouth Railroad account,	274,495 19		
Cash and current assets,	30,797 75		
Other assets:			
Sundries,	6,483 87		
Grand total,	$2,319,637 23	Grand total,	$2,319,637 23

PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Date of organization: July 24, 1890.

Under laws of what government or state organized: Pennsylvania, April 4th, 1868, and supplements.

If a consolidated company, name the constituent companies: Merger of the Harrisburg and Shippensburg Railroad Company, a reorganization of the Harrisburg and Potomac Railroad Company, July 24, 1890, and the Harrisburg Terminal Railroad Company, organized under act of April 4th, 1868.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas McKean,	Philadelphia, Pa.,	First Monday in May, 1897.
J. Lowber Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
A. Foster,	Philadelphia, Pa.,	First Monday in May, 1897.
C. H. Quarles,	Philadelphia, Pa.,	First Monday in May, 1897.
I. A. Sweigard,	Philadelphia, Pa.,	First Monday in May, 1897.
Charles Heebner,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4th, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Philadelphia, Harrisburg and Pittsburgh Railroad Company.	Harrisburg, Pa.,	Shippensburg, Pa.	Philadelphia and Reading Railroad Company.	Lease, ...	40.60

Leased to the Philadelphia and Reading Railroad Company for 999 years, from April 15th, 1896. Lessee pays all expenses of operation, taxes and fixed charges.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,258,753 75	Capital stock, ...	$2,000,000 00
Cash and current assets, ...	3,069 78	Funded debt, ...	500,000 00
		Current liabilities, ...	761,823 53
Grand total, ...	$3,261,823 53	Grand total, ...	$3,261,823 53

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.

Under laws of what government or state organized: Pennsylvania; original name Philadelphia and Montgomery County Railroad. Incorporated by act of April 2, 1860, P. L. 677. Supplement, April 1, 1863, Laws of 1864, page 1074, and March 23, 1865, P. Laws, 674.

If a consolidated company, name the constituent companies: Philadelphia and Newtown Connecting Railroad was merged into this company, September 1, 1892.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Smith Harper, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
Wm. M. Geary, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
Samuel Gustine Thompson, ..	Philadelphia, Pa., ...	First Monday in May, 1897.
John Slingluff, ...	Norristown, Pa., ...	First Monday in May, 1897.
W. H. Slingluff, ...	Norristown, Pa., ...	First Monday in May, 1897.
H. C. Stinson, ...	Norristown, Pa., ...	First Monday in May, 1897.
J. P. H. Jenkins, ...	Norristown, Pa., ...	First Monday in May, 1897.
J. P. Hutchinson, ...	Newtown, ...	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: First Monday of May, 1896.

Postoffice address of general office: 33 East Main street, Norristown, Pa.

Postoffice address of operating office: Third and Berks streets, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	James Boyd,	Norristown, Pa.
Secretary and Treasurer,	Howard Boyd,	Norristown, Pa.
General Superintendent,	Wm. M. Geary,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
"A," Main Line,	Erie ave., Phila.	Newtown, Pa.	20.90
	Olney, Philadelphia,	Newtown Jc., Phila.,	1.25
Total mileage,			22.15

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,240,000 00	Capital stock,	$1,600,000 00
Cash and current assets,	9,072 62	Funded debt,	1,600,000 00
Profit and loss,	3,861 48	Current liabilities,	9,072 62
		Profit and loss,	3,861 48
Grand total,	$3,212,934 10	Grand total,	$3,212,934 10

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

Under laws of what government or state organized: If more than one, name all; give reference to each statute and all amendments thereof: Pennsylvania, act of April 4, 1833.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same: Philadelphia and Reading Railroad Company, April 4, 1833, and supplements; Northern Liberties and Penn Township Railroad Company, April 23, 1829, and supplements; Port Kennedy Railroad Company, March 8, 1859, and June 20, 1860; Lebanon Valley Railroad, April 1, 1860, and supplements; Lebanon and Tremont Railroad Company; Schuylkill and Susquehanna Railroad Company, April 5, 1826, and supplements; Mount Carbon Railroad Company, April 20, 1829, and supplements; Mahanoy and Shamokin Railroad Company, formed by merger, September 7, 1870, of the Mahanoy and Broad Mountain Railroad, March

Digitized by Google

29, 1859; Mahanoy Valley Railroad, Enterprise Railroad, March 21, 1865; Shamokin and Trevorton Railroad, Zerby Valley Railroad, March 22, 1850; March 25, 1871, and supplements; Moselem Railroad Company, March 23, 1865; West Reading Railroad, March 20, 1860; Northern Liberties and Penn Township Railroad Company, March 8, 1871; Port Kennedy Railroad Company, June 19, 1872; Lebanon Valley Railroad Company, March 20, 1858; Lebanon and Tremont Railroad Company, March 25, 1871; Schuylkill and Susquehanna Railroad, June 19, 1872; Mount Carbon Railroad, May 13, 1872; Mahanoy and Shamokin Railroad, March 25, 1871; Moselem Railroad Company, ownership; West Reading Railroad Company, April 2, 1873.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Philadelphia, Pa.	Second Monday January, 1897.
James Boyd,	Norristown, Pa.,	Second Monday January, 1897.
Joseph F. Sinnott,	Philadelphia, Pa.	Second Monday January, 1897.
Thomas McKean,	Philadelphia, Pa.	Second Monday January, 1897.
John Lowber Welsh,	Philadelphia, Pa.	Second Monday January, 1897.
George F. Baer,	Reading, Pa.,	Second Monday January, 1897.

Total number of stockholders at date of last election: 1,316.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

Name and address of officer to whom correspondence regarding this report should be addressed: Name, Daniel Jones; title, Comptroller; address, Reading Terminal, Philadelphia, Pa.

Name and address of officer to whom blanks shall be sent upon which to make report for next year: Name, Daniel Jones; title, Comptroller; address, Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
First Vice President,	Theodore Voorhees,	Philadelphia, Pa.
Secretary,	William R. Taylor,	Philadelphia, Pa.
Treasurer,	William A. Church,	Philadelphia, Pa.
General Solicitor,	J. D. Campbell,	Philadelphia, Pa.
Comptroller,	Daniel Jones,	Philadelphia, Pa.
Auditor Traffic Receipts,	George Ziegler,	Philadelphia, Pa.
Auditor Merchandise Traffic,	W. B. Scott,	Philadelphia, Pa.
Auditor Passenger Traffic,	C. H. Quaries,	Philadelphia, Pa.
Auditor Disbursements,	J. E. Price,	Philadelphia, Pa.
Auditor Coal Traffic,	H. W. Hancock,	Philadelphia, Pa.
Chief Engineer,	H. R. Nichols,	Philadelphia, Pa.
General Superintendent,	I. A. Sweigard,	Philadelphia, Pa.
Division Superintendent,	W. Bertolet,	Reading, Pa.
Division Superintendent P. & N.Y.,	E. C. Tomlinson,	Philadelphia, Pa.
Division Superintendent R. & C.,	A. M. Wilson,	Reading, Pa.
Division Superintendent, Pine Grove,	H. W. Tracy,	Pine Grove, Pa.
Division Superintendent, Shamokin,	B. F. Bertolet,	Shamokin, Pa.
Superintendent of Telegraph,	L. Horton, Jr.,	Reading, Pa.
Superintendent Canals,	E. F. Smith,	Philadelphia, Pa.
General Freight Agent,	R. H. Ball,	Philadelphia, Pa.
General Passenger Agent,	C. G. Hancock,	Philadelphia, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main line,	Philadelphia, Pa., ... Wayne Junction, Pa., Pt. Richmond, Pa.,...	West Falls, Pa., .. Tabor Junc., Pa.,... Mt. Carbon, Pa., ..	98.40
Northern Liberties and Penn Township branch.	Broad st., Phila., Pa.,	Delaware River, Pa.,	1.40
Port Kennedy branch,	Port Kennedy, Pa., .	Lime Kilns, Pa., ...	1.20
Lebanon Valley branch,	Reading, Pa., ...	Harrisburg, Pa., ...	53.70
Lebanon and Tremont branch,	Lebanon, Pa., ...	Brookside, Pa., ...	42.20
Schuylkill and Susquehanna branch. ...	Auburn, Pa., ...	Rockville, Pa., ...	53.40
Mount Carbon branch,	Mt. Carbon, Pa., ...	Wadesville and Mt. Laffey, Pa.	8.50
Mahanoy and Shamokin branch, ...	New Castle and Mahanoy City, Pa.	Mahanoy Plane and Pt. Trevorton, Pa.	64.60
Moselem branch,	Leesport, Pa., ...	Leesport Iron Works,	1.70
West Reading branch,	3d st., Reading, Pa..	Foot of Sixth street, Reading, Pa.	1.90
Philadelphia and Chester branch	Gray's Ferry, Pa., ..	Eddystone, Pa., ...	16.50
Colebrookdale Railroad,	Pottstown, Pa., ...	Bartow, Pa., ...	12.80
Pickering Valley Railroad,	Phoenixville, Pa., ...	Byers, Pa., ...	11.30
East Pennsylvania Railroad,	Reading, Pa., ...	Allentown, Pa., ...	36.00
Allentown Railroad,	Topton, Pa., ...	Kutztown, Pa., ...	4.50
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton, Pa., ..	Tamaqua and Reevesdale, Pa.	28.10
Mine Hill and Schuylkill Haven Railroad.	Schuylkill Haven, Pa.	Locust Gap Jc., Pa., Tremont, Pa., ... New Lincoln, Pa.,	51.80
Mt. Carbon and Pt. Carbon Railroad Company.	Mount Carbon, Pa.,...	Port Carbon, Pa., ..	2.50
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek Jct., Pa..	New Castle, Pa., ..	3.80
Schuylkill Valley Navigation and Railroad Company.	Port Carbon, Pa., ...	Reevesdale, Pa., ...	11.60
East Mahanoy Railroad Company, ...	Connection with Nesquehoning Valley Railroad. E. Mahanoy Junction, Pa.	E. Mahanoy Tunnel, Pa. St. Nicholas, Pa.,	14.10
Shamokin, Sunbury and Lewisburg Railroad,	West Milton, Pa., ...	Shamokin, Pa., ...	31.10
Philadelphia, Germantown and Norristown Railroad.	Philadelphia, Pa., .. Norristown Jct., Pa., Conshohocken, Pa.,	Germantown, Pa., .. Norristown, Pa., .. Oreland, Pa., ...	29.70
Chestnut Hill Railroad Company, ...	Germantown, Pa., ..	Chestnut Hill, Pa., ..	4.90
Catawissa Railroad,	Tamanend, Pa., ...	New Berry Jct., Pa.,	96.50
North Pennsylvania Railroad Company.	Philadelphia, Pa., .. Lansdale, Pa., ... Jenkintown, Pa., ...	Bethlehem, Pa., ... Doylestown, Pa., .. Dela. River, Pa.,	86.40
Delaware and Bound Brook Railroad Company.	Delaware River, N. J. Trenton Jct., N. J.,	Bound Brook, N.J., Trenton, N. J., ...	33.70
Norristown Junction Railroad Company.	Barbadoes street, Norristown, Pa.	Stony Creek Junction, Pa.	.40
Schuylkill and Lehigh Railroad, ...	Reading, Pa., ...	Slatington, Pa., ...	44.00
Philadelphia, Harrisburg and Pittsburgh Railroad.	Harrisburg, Pa., ...	Shippensburg, Pa., ..	40.60
Philadelphia and Reading Terminal Railroad.	Philadelphia, Pa., ..	Philadelphia, Pa., ..	1.32
Philadelphia and Frankford Railroad, ..	Crescentville, Pa., ..	Frankford, Pa., ...	2.60
Allentown Terminal Railroad.	Allentown, Pa., ... Connection tracks in mile.	Allentown, Pa., ... Allentown, about ½	
Total mileage, ...			883.52

Digitized by Google

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title. (Owned Leased, Etc.)	State or Territory.
Schuylkill Canal, ...	Coal and merchandise,	Leased, ...	Pennsylvania.
Steam Collieries, ...	Coal, ...	Owned, ...	Atlantic ports.
Barges, ...	Coal, ...	Owned, ...	Atlantic ports.

CAPITAL STOCK.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital stock—Common, .	828,017.233	$50 00	.....	$41,400,861 78
Total, ...	828,017.233	$50 00	Not limited, ...	$41,400,861 78

Manner of Payment for Capital Stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	Remarks.
Issued for cash:					
Common, ...					
Preferred, ...					
Issued for construction:					
Common, ...	.....	.....	.....	.....	
Preferred, ...	3,470	$173,500 00	828,017.233	$41,400,861 78	Issued for cash property purchased and acquired dividends and conversions of bonds.
Issued for reorganization:					
Common, ...					
Preferred, ...					
Total, ...	3,470	$173,500 00	828,017.233	$41,400,861 78	

Digitized by Google

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Outstanding.	Interest.		
	Date of Issue.	When Due.			Rate.	When Payable.	Amount Accrued During Year.
Prior mortgage loan	Various.	1910	$6,180,000 00	$2,466,700 00	6	J. and J.	$148,002 00
Prior mortgage loan	1857	1910	7,000,000 00	79,000 00	4½	J. and J.	2,555 00
Prior mortgage loan	1868	1933	2,700,000 00	2,696,000 00	5	A. and O.	134,800 00
Consolidated mortgage	1871	1911	25,000,000 00	8,162,000 00	6	J. and D.	489,720 00
Consolidated mortgage	1871	1911		10,649,000 00	7	J. and D.	745,430 00
Improvement	1873	1897	10,000,000 00	9,364,000 00	6	A. and O.	561,840 00
Income	1876	1896	10,000,000 00	1,000 00	7	J. and D.	
Consolidated	1882	1922	80,000,000 00	5,767,042 00	5	M. and N.	288,352 10
Consolidated	1883	1923	80,000,000 00	1,535 00	5	F. and A.	
General mortgage	1888	1958	100,000,000 00	45,235,188 77	4	J. and J.	1,797,874 19
First preference income	1888	1958	24,400,000 00	23,949,975 70	5	February	
Second preference income	1888	1958	22,500,000 00	16,176,588 78	5	February	
Third preference income				16,678,716 58	5	February	
Philadelphia and Reading Terminal	1891	1941	8,500,000 00	8,350,000 00	5	F., M., A. & N.	Interest treated as rental, page 329.
Convertable adjustment scrip	1883	1888		1,810 00	6	J. and J.	
Debenture loan	1888	1891		1,100 00	6	J. and J.	
Debenture loan	1868	1893		6,000 00	4	J. and J.	240 00
Debenture loan	1873	1898	900,000 00	1,000 00	6	M. and N.	
Debenture convertable loan	1873	1893	10,500,000 00	10,200 00	7	J. and J.	
Debenture guarantee scrip	1877	1884		7,250 00	6	J. and J.	
Sinking fund	1892	1902	2,000,000 00	1,774,000 00	5	F. and A.	90,704 43
Deferred income	1882		34,300,000 00	7,670,427 00			
Total				$159,048,533 92			$4,260,517 42
Mortgage bonds				94,572,825 77			4,260,517 42
Miscellaneous obligations							
Income bonds				64,475,708 15			
Grand total				$159,048,533 92			$4,260,517 42

Digitized by Google

FUNDED DEBT—Continued.

Equipment Trust Obligations.—A. General Statement.

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
Car trust certificates:				
Series B.	M'ch 15, 1884,	10 years,	10	45 locomotives, 25 passenger cars, 1,002 freight cars.
Series C, ...	July 1, 1887, ..	10 years,	40	12 locomotives, 69 passenger cars, 20 baggage and combined, and 1,670 freight cars.
Series D, ...	M'ch 1, 1890,	10 years,	.....	50 locomotives, 40 passenger, 7 combined, 4,000 freight cars and 15 coal barges.

B. Statement of Amount.

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.	
		Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Rate.
Series B, ...	$1,110,000 00	$1,110,000 00	.....	$5,100 00	6
Series C, ...	1,200,000 00	1,200,000 00	$450,000 00	27,225 00	5 and 6
Series D, ...	3,000,000 00	3,000,000 00	1,240,000 00	73,208 38	5 and 6
	$5,310,000 00	$5,310,000 00	$1,690,000 00	$105,533 38	.....

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Outstanding, Interest.	Amount Accrued During Year.
Mortgage bonds, ...	$94,572,825 77	$4,260,517 12
Income bonds, ...	64,475,708 15	.....
Equipment trust obligations, ...	1,690,000 00	105,533 38
Total, ...	$160,738,533 92	$4,366,050 50

RECEIVER'S CERTIFICATES.

Date Issued.	Amount Issued.	Amount Outstanding.	Interest.	
			Amount Paid During Year.	Rate.
Various, ...	$3,446,882 13	$3,446,882 13	$206,812 93	6 per cent.

Digitized by Google

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash,	$454,008 74	Receivers' certificates,	$3,446,882 13
Bills receivable,	87,082 11	Loans and bills payable,	2,114,425 87
Due from agents,	816,194 16	Audited vouchers and accounts,	1,511,553 24
Net traffic balances due from other companies,	293,092 28	Wages and salaries,	619,109 27
Due from solvent companies and individuals,	7,992,468 31	Matured interest coupons unpaid, including coupons due July 1,	6,785,655 40
Other cash assets (excluding materials and supplies).*		Rents due July 1,	362,534 50
Total cash and current assets,	$9,642 845 60		
Balance, current liabilities,	5,187,695 81		
Total,	$14 830,541 41	Total current liabilities,	$14,830,541 41

*Materials and supplies on hand, $1,054,676.75.

RECAPITULATION.

A. For Mileage Owned by Road Making This Report.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	Amount per Mile of Line.	
			Miles.	Amount.
Capital stock,	$41,400,861 78	$41,400,861 78	337.50	122,669
Bonds,	159,048,533 92	159,048,533 92	337.50	471,255
Equipment trust obligations	1,690,000 00	1,690,000 00	337.50	5,007
Current liabilities,	14,830,541 41	14,830,541 41	337.50	43,942
Total,	$216,969,937 11	$216,969,937 11	.....	642,873

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of Which are Included in the Income Account.

Name of Road.	Capital stock.	Funded Debt.	Amount per Mile of Line—Miles.
Main line and branches owned,	$41,408,861 78	$160,738,533 92	337.50
Colebrookdale Railroad Company,	297,215 00	600,000 00	12.80
Pickering Valley Railroad,	95,655 00	332,300 00	11.20
East Pennsylvania Railroad,	1,730,450 00	495,000 00	36.00
Allentown Railroad,	1,268,884 47	.....	4.50
Little Schuylkill Navigation Railroad and Coal Company,	2,487,850 00	.....	28.10
Mine Hill and Schuylkill Haven Railroad,	4,210,200 00	.....	51.80
Mount Carbon and Port Carbon Railroad,	282,350 00	.....	2.50
Mill Creek and Mine Hill Navigation and Railroad Company,	323,375 00	.....	3.80
Schuylkill Valley Navigation and Railroad Company,	576,050 00	.....	11.00
East Mahanoy Railroad,	497,750 00	.....	14.10
Shamokin, Sunbury and Lewisburg Railroad,	2,000,000 00	2,000,000 00	31.10
Philadelphia, Germantown and Norristown Railroad,	2,246,900 00	.....	29.50
Catawissa Railroad,	3,290,000 00	1,559,500 00	96.70
North Pennsylvania Railroad,	4,721,250 00	7,200,000 00	85.60
Delaware and Bound Brook Railroad,	1,800,000 00	1,800,000 00	33.70
Norristown Junction Railroad,	20,000 00	40,000 00	.40
Schuylkill and Lehigh Railroad,	50,000 00	1,000,000 00	41.00
Philadelphia, Harrisburg and Pittsburgh Railroad,	2,000,000 00	2,000,000 00	40.00
Philadelphia and Reading Terminal Railroad,	8,500,000 00	.....	1.32
Chestnut Hill Railroad,	120,650 00	.....	4.00
Philadelphia and Frankford Railroad,	500,000 00	497,000 00	2.60
Grand total,	$78,329,441 25	$178,233,333 92	.....

Digitized by Google

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income account as permanent improvements.	Total cost to June 30, 1895.	Total cost to June 30, 1896.	Cost per mile.
Construction:				
Right of way, other real estate, fences, grading and bridge and culvert masonry, bridges and trestles, rails, ties, other superstructure, buildings, furniture and fixtures, shop machinery and tools, engineering expenses, interest during construction, discount on securities sold for construction, telegraph line, wharfing, etc., sidings and yard extensions, terminal facilities and elevators, road built by contract, purchase of constructed road, other items,	$122,976 50	$88,088,121 68	$88,054,618 03	
Total construction,	$122,976 50	$88,088,121 68	$88,054,618 03	$260,902 57
Equipment:				
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes, floating equipment,	$1,013,813 67	$21,784,278 25	$20,764,157 76	$61,523 46
Total equipment,	$1,013,813 67	$21,784,278 25	$20,764,157 76	
Grand total cost construction, equipment, etc.,	$1,136,790 17	$109,872,399 93	$108,818,775 79	$322,426 00

INCOME ACCOUNT.

Gross earnings from operation,	$21,350,177 92	
Less operating expenses,	11,868,818 13	
Income from operation,		$9,481,359 79
Dividends on stocks owned,	$162,915 37	
Interest on bonds owned,	112,196 37	
Miscellaneous income, less expenses,	381,752 08	
Income from other sources,		656,863 82
Total income,		$10,138,223 61
Deductions from income:		
Interest on funded debt accrued,	$4,366,050 80	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	789,288 58	
Interest on real estate mortgages,	225,825 11	
Rents paid for lease of roads,	2,904,128 65	
Taxes,	379,134 28	
Permanent improvements,	122,976 50	
Other deductions,	358,397 55	
Total deductions from income,		9,145,801 47
Net income,		$992,422 14
Equipment payments,	$1,013,813 67	
Total,		1,013,813 67
Deficit from operations of year ending June 30, 1896,		$21,391 53
Deficit on June 30, 1895,		4,377,329 44
Deficit on June 30, 1896,		$4,398,720 97

Digitized by Google

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger revenue,	$4,008,861 20	
Total passenger revenue,		$4,008,861 20
Express,		100,780 15
Extra baggage and storage,		305,958 90
Total passenger earnings,		$4,415,600 25
Freight:		
Freight revenue,	$16,858,254 40	
Total freight revenue,		$16,858,254 40
Other items,		2,213 88
Total freight earnings,		$16,860,568 28
Total passenger and freight earnings,		21,276,168 53
Other earnings from operation:		
Other sources,	$74,009 39	
Total other earnings,		74,009 39
Total gross earnings from operation,		$21,350,177 92
Income from all other sources, including interest on bonds dividends on stocks, rentals, etc.,		656,863 82
Total earnings and income,		$22,007,041 74

STOCKS OWNED.

A. Railway Stocks.

Total par value,	$24,419,900 00

B. Other Stocks.

Total par value,	1,777,397 18
Grand total, A and B,	$26,197,297 18
Income or dividend received	$162,915 37
Valuation,	19,163,851 13

BONDS OWNED.

A. Railway Bonds.

Total par value,	$4,796,331 84

B. Other Bonds.

Total par value	3,494,095 02
Grand total, A and B,	$8,290,426 86
Income or interest received,	$112,196 27
Valuation,	9,291,239 83

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Real estate and dwellings,	$228,197 02	$58,782 95	$169,412 07
Canals,	39,233 41	38,865 69	367 74
Collieries and barges,	1,018,996 27	807,023 98	211,972 27
Total,	$1,286,424 70	$904,672 62	$381,752 08

Digitized by Google

OPERATING EXPENSES.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of roadway,	$902,738 18
Renewals of rails,	117,666 39
Renewals of ties,	275,269 67
Repairs and renewals of bridges and culverts,	112,945 02
Repairs and renewals of buildings and fixtures,	151,065 18
Repairs and renewals of docks and wharves,	20,808 16
Stationery and printing,	5,215 35
Other expenses,	127,359 43
Total,	$1,716,067 29
Maintenance of Equipment:	
Superintendence,	$43,869 02
Repairs and renewals of locomotives,	829,488 85
Repairs and renewals of passenger cars,	217,942 60
Repairs and renewals of freight cars,	1,208,053 35
Repairs and renewals of shop machinery and tools,	43,448 46
Other expenses,	14,166 05
Total,	$2,356,909 33
Conducting Transportation:	
Superintendence,	$263,351 91
Engine and roundhouse men,	1,109,493 12
Fuel for locomotives,	787,678 93
Water supply for locomotives,	79,069 84
Oil, tallow and waste for locomotives,	82,741 70
Other supplies for locomotives,	56,731 60
Train service,	2,397,850 81
Train supplies and expenses,	91,581 13
Switchmen, flagmen and watchmen,	274,823 17
Telegraph expenses,	121,643 04
Station service,	918,983 60
Station supplies,	70,671 95
Car mileage, balance,	160,593 15
Loss and damage,	32,097 85
Injuries to persons,	56,595 19
Clearing wrecks,	21,937 66
Operating marine equipment,	51,577 83
Advertising,	59,456 77
Rents for tracks, yards and terminals,	453,983 75
Rents for buildings and other property,	32,828 17
Stationery and printing,	80,862 02
Other expenses,	158,227 19
Total,	$7,272,798 18
General Expenses:	
Salaries of general officers,	$168,321 75
Salaries of clerks and attendants,	194,517 51
General office expenses and supplies,	26,135 05
Insurance,	11,114 21
Law expenses,	83,946 91
Stationery and printing (general offices),	13,591 12
Other expenses,	25,016 68
Total,	$523,043 23
Recapitulation of Expenses:	
Maintenance of way and structures,	$1,716,067 29
Maintenance of equipment,	2,356,909 33
Conducting transportation,	7,272,798 18
General expenses,	523,043 23
Total operating expenses,	$11,868,818 12
Other expenses, as per deductions from income,	9,145,801 47
Grand total,	$21,014,619 60
Percentage of operating expenses to earnings,	65 59

Digitized by Google

RENTALS PAID.

A. Rents Paid for Lease of Road.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Colebrookdale Railroad Company,	.....	.....	$14,513 26	$14,513 26
Pickering Valley Railroad,	.....	.....	5,133 44	5,133 44
East Pennsylvania Railroad,	$19,800 00	$104,067 00	9,011 60	132,108 60
Allentown Railroad,	.....	.....	3,560 62	3,560 62
Little Schuylkill Navigation Railroad and Coal Company,	.....	215,092 00	2,000 00	217,092 00
Mine Hill and Schuylkill Haven Railroad,	.....	336,816 00	.....	336,816 00
Mount Carbon and Port Carbon Railroad,	.....	36,249 99	.....	36,249 99
Mill Creek and Mine Hill Navigation Railroad,	.....	33,000 00	2,587 00	35,587 00
Schuylkill Valley Navigation Railroad Company,	.....	29,450 00	2,304 20	31,754 20
Shamokin, Sunbury and Lewisburg Railroad,	110,000 00	.....	740 00	110,740 00
Philadelphia, Germantown and Norristown Railroad,	.....	269,623 34	37,883 77	307,507 11
Catawissa Railroad,	104,830 00	226,000 00	7,999 99	338,829 99
North Pennsylvania Railroad,	492,000 00	377,700 00	44,300 64	914,000 64
Delaware and Bound Brook Railroad,	123,000 00	144,000 00	28,425 23	295,425 23
Norristown Junction Railroad,	2,000 00	.....	.....	2,000 00
Schuylkill and Lehigh Railroad Company,	27,000 00	.....	50	27,000 50
Philadelphia, Harrisburg and Pittsburgh Railroad,	25,000 00	.....	200 00	25,200 00
Chestnut Hill Railroad Company,	.....	14,478 00	3,544 32	18,022 32
Philadelphia and Frankford Railroad,	.....	25,466 50	.....	25,466 50
Swedes Ford Bridge Company,	.....	2,405 00	235 00	2,640 00
Schuylkill Navigation Company,	8,862 63	393 92	39 62	9,296 18
Allentown Terminal Railroad,	.....	14,445 07	.....	14,445 07
Total rents—A,	$912,432 63	$1,789,275 26	$202,420 76	$2,904,128 65

B. Rents paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Terminals,	Philadelphia,	Philadelphia and Reading Terminal Railroad Company.	$453,983 75

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$8,654,618 03	Capital stock,	$41,400,861 78
Cost of equipment,	29,764,157 76	Funded debt,	160,738,533 92
Stocks owned,	19,163,851 13	Current liabilities,	14,830,741 41
Bonds owned,	9,291,229 83	Real estate mortgages,	3,531,563 51
Other permanent investments,	82,167,463 95	Accrued interest on funded debt not yet payable,	387,294 12
Cash and current assets,	9,642,845 60	Unmatured instalments on equipment purchased,	4,389,341 18
Other assets:		Philadelphia subway loan guaranteed,	300,000 00
Materials and supplies	1,054,676 75	Accrued rental,	525,214 81
Sundries,	785,691 00	Sundries,	9,520,814 99
Philadelphia subway,	300,000 00		
Profit and loss,	4,298,720 97		
Grand total	$235,624,166 02	Grand total,	$235,624,166 02

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

3,470 shares of stock issued in exchange for third preference income bonds.
$620,000 general mortgage bonds issued in exchange for car trust certificates.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company: The railroad company supplies equipment and furnishes transportation for express freight, receiving therefor a percentage of the gross receipts.
United States Government: No contract. The terms vary on the several mail routes.
Pullman Palace Car Company: The Pullman Palace Car Company furnishes its own cars.
No contract other than those covered by tariffs made with connecting lines in the ordinary course of business, copies of which have been properly filed with the Interstate Commission.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 3, 1888, and are liens in the order named upon the entire property, leasehold interest and equipment of the company.

General mortgage loan,	$100,000,000
First preference income loan,	24,000 000
Second preference income loan,	22,500,000
Third preference income loan,	Not limited.

These mortgages severally provide for the retirement of the funded debt.

EMPLOYES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	45	16,470	$226,639 68	$13 70
Other officers,	29	10,614	38,070 00	3 58
General office clerks,	571	179,294	386,958 60	2 16
Other employes:				
Station agents,	318	99,216	178,583 80	1 80
Other station men,	696	227,270	331,813 58	1 46
Enginemen,	746	236,560	724,701 20	3 11
Firemen,	752	234,624	457,516 80	1 95
Conductors,	667	208,064	516,097 92	2 48
Other trainmen,	2,182	680,784	1,266,258 24	1 86
Machinists,	501	104,864	302,009 35	2 88
Carpenters,	956	181,667	430,550 47	2 37
Other shopmen,	2,192	640,988	871,757 75	1 36
Section foremen,	217	67,704	161,812 56	2 39
Other trackmen,	1,462	456,144	570,180 00	1 25
Switchmen, flagmen and watchmen,	880	274,706	357,118 40	1 30
Telegraph operators and dispatchers,	573	177,556	312,498 13	1 76
Employes, account floating equipment,	575	161,398	326,024 67	2 02
All other employes and laborers,	2,798	786,015	1,167,302 48	1 48
Total, including general officers,	16,160	4,743,948	$8,621,898 63	$1 82
Less general officers,	45	16,470	226,639 68	13 70
Total excluding general officers,	16,115	4,727,478	$8,395,258 95	$1 78
Distribution of above:				
General administration,	692	221,376	$673,856 28	$3 04
Maintenance of way and structures,	2,397	680,130	994,962 76	1 46
Maintenance of equipment,	4,104	1,054,015	1,847,599 84	1 75
Conducting transportation,	8,967	2,788,427	5,106,079 75	1 83
Total, including general officers,	16,160	4,743,948	$8,621,898 63	$1 82
Less general officers,	45	16,470	226,639 68	13 70
Total excluding general officers,	16,115	4,727,478	$8,395,258 95	$1 78

21--9--96

Digitized by Google

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Columns for Revenue and Rates. Dollars.	Cents.	Mills.
Passenger Traffic:				
Number of passengers carried earning revenue,	19,311,581			
Number of passengers carried one mile,	240,195,491			
Number of passengers carried one mile per mile of road,	217,863			
Average distance carried,	12.438			
Total passenger revenue,		84,048,861	20	
Average amount received from each passenger,			20	778
Average receipts per passenger per mile,			01	651
Total passenger earnings,		4,415,600	27	
Passenger earnings per mile of road,		4,997	74	
Passenger earnings per train mile,			84	973
Freight Traffic:				
Number of tons carried of freight earning revenue,	21,719,340			
Number of tons carried one mile,	1,827,287,868			
Number of tons carried one mile per mile of road,	2,068,191			
Average distance haul of one ton,	84.132			
Total freight revenue,		16,858,354	40	
Average amount received for each ton of freight,			77	619
Average receipts per ton per mile,				123
Total freight earnings,		16,860,568	28	
Freight earnings per mile of road,		19,082	40	
Freight earnings per train mile,		1	84	159
Passenger and Freight:				
Passenger and freight revenue,		20,867,215	60	
Passenger and freight revenue per mile of road,		23,618	27	
Passenger and freight earnings,		21,276,168	53	
Passenger and freight earnings per mile of road,		24,081	14	
Gross earnings from operation,		21,350,177	92	
Gross earnings from operation per mile of road,		24,164	91	
Gross earnings from operation per train mile,		1	48	732
Operating expenses,		11,868,818	13	
Operating expenses per mile of road,		13,433	56	
Operating expenses per train mile,			82	694
Income from operation,		9,481,359	79	
Income from operation per mile of road,		10,731	35	
Train Mileage:				
Miles run by passenger trains,	5,406,448			
Miles run by freight trains,	9,156,456			
Total mileage trains earning revenue,	14,352,904			
Miles run by switching trains,	5,152,401			
Miles run by construction and other trains,	229,936			
Grand total train mileage,	19,735,241			
Mileage of loaded freight cars, North or East,	No record			
Mileage of loaded freight cars, South or West,				
Mileage of empty freight cars, North or East,				
Mileage of empty freight cars, South or West,				
Average number of freight cars in train,				
Average number of loaded cars in train,				
Average number of empty cars in train,				
Average number of tons of freight in train,				
Average number of tons of freight in each loaded car,				

EXPLANATORY REMARKS.

Switching mileage, actual when ascertainable, when not, an estimate based on six miles per hour.

Digitized by Google

FREIGHT TRAFFIC MOVEMENT.

(Company's Material Excluded.)

Commodity.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage. Whole tons.	Total Freight Tonnage. Per cent.
Products of Agriculture:				
Grain,	199,538	311,210	510,748	2.36
Flour,	73,033	94,473	167,506	.77
Other mill products,	154,899	41,318	196,217	.90
Hay,	70,611	23,716	94,327	.43
Tobacco,	19,288	1,362	20,650	.10
Cotton,	.....	20,065	20,065	.09
Fruit and vegetables,	148,713	23,627	172,340	.79
Total,	666,082	515,771	1,181,853	5.44
Products of Animals:				
Live stock,	40,956	52,616	93,572	.43
Dressed meats,	.....	55,291	55,291	.25
Other packing-house products,	16,219	9,635	25,854	.12
Poultry, game and fish,	67,142	33,170	100,312	.46
Wool,	5,825	16,345	22,170	.10
Hides and leather,	15,290	17,624	32,914	.15
Total,	145,432	184,681	330,113	1.51
Products of Mines:				
Anthracite coal,	9,162,118	1,240,450	10,402,568	47.90
Bituminous coal,	.....	1,903,862	1,903,862	8.77
Coke,	.....	483,220	483,220	2.22
Ores,	683,077	246,326	929,403	4.28
Stone, sand and other like articles,	806,537	314,414	1,120,951	5.16
Total,	10,651,732	4,188,272	14,840,004	68.33
Products of Forest:				
Lumber,	488,667	416,318	904,985	4.17
Total,	488,667	416,318	904,985	4.17
Manufactures:				
Petroleum and other oils,	8,908	109,324	118,232	.54
Sugar,	72,146	20,617	92,763	.43
Naval stores,	28,967	4,872	33,839	.16
Iron, pig and bloom,	600,911	80,460	681,371	3.14
Iron and steel rails,	50,013	20,488	70,501	.32
Other castings and machinery,	272,300	134,770	407,070	1.87
Bar and sheet metal,	438,712	51,625	490,337	2.26
Cement, brick and lime,	295,478	77,324	372,802	1.72
Agricultural implements,	21,570	16,340	37,910	.17
Wagons, carriages, tools, etc.,	13,789	59,679	73,468	.34
Wines, liquors and beers,	37,376	37,410	74,786	.34
Household goods and furniture,	24,664	27,355	52,019	.24
Total,	1,864,834	640,264	2,505,098	11.54
Merchandise,	386,339	737,627	1,123,966	5.18
Total,	386,339	737,627	1,123,966	5.18
Miscellaneous:				
Other commodities not mentioned above	462,295	371,116	833,321	3.84
Grand total tonnage,	14,665,291	7,051,049	21,719,340	100.00

Digitized by Google

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipment Fitted With Train Brake.		Equipment Fitted With Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives owned and leased:						
Passenger,	2	188	188	Westinghouse.		
Freight,	*1	495	211	Westinghouse.		
Switching,	1	101	30	Westinghouse.		
Total locomotives in service,	.....	784	429	Westinghouse.		
Less locomotives leased,	.....	195	181	Westinghouse.		
Total locomotives owned,	.....	589	248	Westinghouse.		
Cars, owned and leased:						
In passenger service:						
First-class cars,	*6	439	439	Westinghouse,	25 414	Gould. Miller.
Second-class cars,	*21	62	62	Westinghouse,	62	Miller.
Combination cars,	.....	137	137	Westinghouse,	137	Miller.
Baggage, express and postal cars,	3	89	89	Westinghouse,	10 79	Gould. Miller.
Other cars in passenger service,	.....	2	2	Westinghouse,	2	Miller.
Total,	*12	729	729	Westinghouse,	729	
In freight service:						
Box cars,	*133	3,892	620	Westinghouse,	1,755 428	Gould. Van Doostan.
Flat cars,	*650	4,934	.....	.....	2,087 718	Gould. Van Doostan.
Stock cars,	*17	261	5	Westinghouse,	49 29	Gould. Van Doostan.
Coal cars,	*584	18,239	1,051	Westinghouse,	8,768 2,529	Gould. Van Doostan.
Refrigerator cars,	25	86	27	Westinghouse,	25	Gould.
Other cars in freight service,	*36	154	.....	.....	.....	
Total,	*1,395	27,566	1,703	Westinghouse,	16,389	
In company's service:						
Gravel cars,	*48	87	.....	.....	.....	
Derrick cars,	*2	28	15	Westinghouse,	.....	
Caboose cars,	*1	246	10	Westinghouse,	72 82	Gould. Van Doostan.
Other road cars,	48	320 681	132 157	Westinghouse.	16 170	Miller.
Total cars in service,	*1,410	28,976	2,589	Westinghouse,	17,288	
Less cars leased,	453	19,740	1,921	Westinghouse,	16,256	
Total cars owned,	*1,863	9,236	668		1,032	
Cars contributed to fast freight line service,	*1	.....	1,602	.....	495 405	Gould. Van Doostan.

*Decrease.

Digitized by Google

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use.	Line Represented by Capital Stock.		Line operated under lease.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track, ...	98.40	239.10	546.02	883.52	.....	105.60	777.92
Miles of second track, ...	98.40	74.70	217.92	391.02	.02	.....	391.02
Miles of yard track and sidings, ...	239.80	207.10	382.70	829.60	7.20	472.70	356.90
Total mileage operated, all tracks, ...	436.60	520.90	1.146.64	2.104.14	7.22	578.30	1.525 84

B. Mileage of Line Operated in This and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.		Line operated under lease.	Total mileage operated.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
In State of Pennsylvania, ...	98.40	239.10	512.32	849.82	145.40	704.42
In State of New Jersey, ...	.....	.....	33.70	33.70	.....	33.70
Total mileage operated, single track, ...	98.40	239.10	546.02	883.52	145.40	738.12

C. Mileage of Line Owned in This and Other States (Single Track).

Mileage by States.	Line Represented by Capital Stock.		Total mileage owned.	Rails—Steel.
	Main line.	Branches and spurs.		
In State of Pennsylvania, ...	98.40	239.10	337.50	327.50

Digitized by Google

RENEWALS OF RAILS AND TIES.

New Rails Laid During Year.				New Ties Laid During Year.		
Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point.	Kind.	Number.	Average price per ton at distributing point.
Steel, ...	9,499.47	76 to 90	$25 00	White oak and chestnut, ...	564,488	$0 50
Total steel,	9,499.47	.....	$25 00	Total, ...	564,488	$0 50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal — Tons. Anthracite.	Wood — Cords. Soft.	Total fuel consumed.	Miles run.	Average pounds consumed per mile.
Passenger, ...	.....	.....	.....	5,196,448	No data on which to base this division.
Freight, ...	.....	.....	.....	9,156,456	
Switching, ...	.....	.....	.....	5,152,401	
Construction, ...	.....	.....	.....	229,936	
Total, ...	864,427	5,062	973,210.24	19,735,241	98.17
Average cost at distributing point, ...	$1 10	$1 74	.....	.....	.....

ACCIDENTS TO PERSONS.

Kind of Accident.	Employes.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling, ...	7	469	.....	3	1	9	8	481
Falling from trains and engines, ...	13	301	.....	2	1	27	14	330
Overhead obstructions, ...	3	21	.....	.....	.....	.....	3	21
Collisions, ...	6	27	.....	.....	.....	3	6	30
Derailments, ...	1	7	.....	.....	1	2	2	9
Other train accidents, ...	.....	15	.....	.....	.....	.....	.....	15
At highway crossings, ...	.....	.....	3	4	.....	.....	3	4
At stations, ...	.....	.....	.....	.....	.....	2	.....	2
Other causes, ...	3	71	1	4	6	130	10	205
Total, ...	33	911	4	13	9	173	46	1,097

Digitized by Google

Kind of Accident	Passengers.		Others.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	3	16	2	5	.....	.....	1	5
Derailments,	.....	18	1	1	.....	.....	1	1
Other train accidents,	.....	2	.....	.....	.....	.....	.....	.....
At highway crossings,	.....	.....	18	24	.....	8	18	32
At stations,	1	22	.....	.....	.....	.....	.....	.....
Other causes,	6	27	91	135	.....	.....	91	135
Total,	10	85	111	165	.....	8	111	173

Other Causes. Employes: Trainmen killed, struck by engine, 3. Switchmen, flagmen and watchmen killed: Struck by engine, 1. Other employes killed: Struck by engine, 6. Passengers and others. Passengers killed falling from trains, 6. Trespassers killed: Falling from train, 32; struck by engine, 55; caught between cars, 4. Trainmen injured: Explosion of boiler, 2; explosion of gas, 6; falling from trestle, 6; struck by lumber, 4; struck by iron, 7; struck by engine, 13; struck by cars, 7; caught between cars, 26. Switchmen, flagmen and watchmen injured: Struck by engine, 4. Other employes injured: Explosion of torpedoes, 3, falling from trestle, 8; caught between cars, 10; struck by engine, 12; struck by lumber, 35; struck by iron, 60; struck by stone, 2. Other train accidents. Trainmen injured: Train parted, 15. Passengers injured: Falling from train, 25; explosion of heater, 2. Trespassers injured: falling from train, 54; struck by engine, 65; caught betwen cars, 16.

CHARACTERISTICS OF ROAD.

The company is not in possession of this information.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length. Feet. In.	Minimum length, feet.	Maximum Length. Feet. In.	Item.	Number.	Height of Lowest Above Surface of Rail. Feet. In.
Bridges:					Overhead Highway Crossings:		
Stone,	213	10,722.06	400	687.04	Bridges,	195	14.04
Iron,	283	26,176.03	600	2,595			
Wooden,	383	19,476.07½	500	1,415	Total,	195	
Total,	879	56,375.4½			Overhead Railway Crossings:		
Trestles,	207	38,358.01	12	2,799	Bridges,	36	14.07
					Conduits,	1	18.00
					Trestles,	3	14.02
					Total,	40	
Tunnels,	10	12,798.02	176	3,403.07	Tunnels,	10	14.0½

Gauge of track: 4 feet, 8½ inches; 337.50 miles.

Digitized by Google

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
120.10	416.60	120.10	416.60	Philadelphia, Reading and Pottsville Telegraph Company.

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of owner.	Name of Operating Company.
330.40	646.20	Philadelphia, Reading and Pottsville Telegraph Company.	Philadelphia, Reading and Pottsville Telegraph Company.

CAR MILEAGE.

Mileage is paid for all freight cars belonging to fast freight lines or stock car companies which pass over Philadelphia and Reading Railroad tracks in the ordinary course, but under no specific arrangement for their use, as contemplated in the above query.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1888.

Under laws of what government or state organized: Pennsylvania, April 4, 1868, and supplements.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Philadelphia, Pa.,	First Monday in May, 1897.
J. F. Sinnott,	Philadelphia, Pa.,	First Monday in May, 1897.
J. Lowber Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
James Boyd,	Norristown, Pa.,	First Monday in May, 1897.
Thomas McKean,	Philadelphia, Pa.,	First Monday in May, 1897.
George F. Baer,	Reading, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Philadelphia & Reading Terminal Railroad Company.	9th and Fairmount ave., and Broad and Noble sts.	12th and Market sts., Philadelphia.	Philadelphia & Reading Railroad Co.	1.32

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May, 1891. Lessee pays all expenses of operating and in addition a rental of $600,000 per annum, to be applied by the trustees to the payment of interest on bonds issued by the lessees for construction of the Philadelphia and Reading Terminal Company's Railroad and buildings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$11,268,381 19	Capital stock,	$8,560,000 00
Cash and current assets,	48,911 12	Current liabilities,	2,254,495 19
		Real estate mortgages,	51,879 17
		Profit and loss,	510,917 95
Grand total,	$11,317,292 31	Grand total,	$11,317,292 31

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.

Under laws of what government or state organized: State of Pennsylvania; February, 23, 1832; February 9, 1835; April 13, 1838; April 16, 1838; March 23, 1839; March 17, 1840; June 13, 1842; April 16, 1844; April 16, 1848; May 2, 1855; May 25, 1859; May 29, 1859; April 28, 1864; March 11, 1869.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Pennsylvania Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
G. M. Dorrance,	Bristol, Pa.,	February 17, 1897.
G. B. Roberts,	Philadelphia, Pa.,	February 17, 1897.
Alexander Biddle,	Philadelphia, Pa.,	February 17, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	February 17, 1897.
Alexander M. Fox,	Philadelphia, Pa.,	February 17, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	February 17, 1897.
W. H. Wilson,	Philadelphia, Pa.,	February 17, 1897.
Frank Thomson,	Philadelphia, Pa.,	February 17, 1897.
A. R. Little,	Philadelphia, Pa.,	February 17, 1897.
John P. Green,	Philadelphia, Pa.,	February 17, 1897.
George Wood,	Philadelphia, Pa.,	February 17, 1897.
Samuel Rea,	Philadelphia, Pa.,	February 17, 1897.

Date of last meeting of stockholders for election of directors: February 19, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	James R. McClure,	Philadelphia, Pa.
Treasurer,	John M. Wood,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Trenton Railroad Company.	Philadelphia, Pa.	Morrisville, Pa.	Penn'a Railroad Co.	Lease,	26.50

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the Philadelphia and Trenton Railroad Company to the Pennsylvania Railroad Company for and during the term of 999 years, at a yearly rental of ($10) ten dollars per share on the outstanding capital stock, not including 7,650 shares owned by the United companies. The lessee to maintain and operate the railroad and keep the same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be imposed or laid.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,014,349 16	Capital stock,	$1,278,100 00
Stocks owned,	104,655 56	Current liabilities,	2,156,388 98
Cash and current assets,	37 50	Profit and loss,	703,553 56
Grand total,	$4,119,042 52	Grand total,	$4,119,042 52

Digitized by Google

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

Under laws of what government or state organized: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the states of Pennsylvania, Delaware and Maryland.

If a consolidated company, name the constituent companies: The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the state of Delaware of February 7, 1829; New Castle and Wilmington Railroad Company, chartered by act of State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation was organized February 5, 1838, by the consolidation under authority of an act of Delaware, of February 4, 1833, and an act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company, by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged, by authority of the act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836. (3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company.

Philadelphia, Wilmington and Baltimore Railroad Company—Acts of Pennsylvania of April 2, 1831 (P. L., page 353); March 14, 1836 (P. L., page 86); February 24, 1837 (P. L., page 20); March 7, 1837 (P. L., page 39); December 19, 1837 (P. L., page 1).

Wilmington and Susquehanna Railroad Company- Acts of Delaware of January 18, 1832 (Vol. 8, page 139); February 4, 1832 (Vol. 8, page 272); January 26, 1835 (Vol. 8, page 351); July 24, 1835 (Vol. 9, page 9); June 17, 1836 (Vol. 9, page 56); January 13, 1837 (Vol. 9, page 59).

Delaware and Maryland Railroad Company—Acts of Maryland of March 14, 1832, 1831 chapter 296; March 21, 1833, 1832, chapter 304; March 9, 1835, 1834, chapter 261; March 14, 1836, 1835, chapter 93; April 1, 1836, 1835 chapter 336; February 23 1837, 1836, chapter 55.

Baltimore and Port Deposit Railroad Company—Acts of Maryland of March 5, 1832, 1831, chapter 288; March 21, 1833, 1832, chapter 304; January 30, 1834, 1833, chapter 78; April 2, 1836, 1835, chapter 227; March 9, 1837, 1836 chapter 136; January 17, 1838, 1837, chapter 4; January 20, 1838, 1837, chapter 30; March 22, 1838, 1837 chapter 270.

Philadelphia Wilmington and Baltimore Railroad Company—Acts of Pennsylvania, subsequent to consolidation, February 27, 1838 (P. L., page 39); April 16, 1838 (P. L., page 462); March 16, 1839 (P. L., page 100); April 13, 1851 (P. L., page 707); March 29, 1855 (P. L., page 142); April 27, 1855 (P. L., page 349).

Acts of Delaware of January 28, 1839 (Vol. 9, page 205; February 12, 1839 (Vol. 9, page 241); February 14, 1839 (Vol. 9, page 243); February 21, 1842 (Vol. 9, page 517); February 22, 1842 (Vol. 9, page 521); February 12, 1845 (Vol. 10, page 42); January 20, 1847 (Vol. 10, page 121); February 4, 1847 (Vol. 10, page 137); February 23, 1849 (Vol. 10, page 196; February 28, 1853 (Vol. 11, page 81); February 26, 1855 (Vol. 11, page 264); February 10, 1859 (Vol. 11, page 79); February 25, 1859 (Vol. 11, page 759); March 11, 1863 (Vol 12, page 309); February 23, 1869 (Vol. 13, page 652); March 2, 1871 (Vol. 14, page 125); March 3, 1871 (Vol. 14, page 139); March 25, 1872 (Vol. 14, page 339); April 11, 1873 (Vol. 14, page 238); February 22, 1877 (Vol. 15, page 510); February 10, 1881 (Vol. 16, page 670); March 8, 1877 (Vol. 15, page 541); February 27, 1883 (Vol. 17, page 299); February 27, 1883 (Vol. 17, page 302); February 4, 1885 (Vol. 17, page 801).

Acts of Maryland of January 28, 1839, 1838, chapter 126; March 10, 1842, 1841, chapter 307; April 14, 1853, 1852, chapter 138; May 30, 1853, 1853, chapter 411; March 9, 1864, chapter 211, March 9, 1864, 1861, chapter 325; March 28 1868, 1868, chapter 273.

Digitized by Google

Southwark Railroad Company—Acts of Pennsylvania of April 2, 1831 (P. L., page 360); April 14, 1835 (P. L., page 274); April 15, 1835 (P. L., page 341); April 5, 1849 (P. L., page 389); April 9, 1867 (P. L., page 984).

New Castle and Frenchtown Turnpike and Railroad Company—Acts of Delaware of February 7, 1829 (Vol 7, page 313); February 7, 1829 (Vol. 7, page 319); January 26, 1831 (Vol. 8, page 57); February 9, 1832 (Vol. 8, page 175); January 22, 1833 (Vol. 8, page 207; February 16, 1841 (Vol. 9, page 376); February 21, 1843 (Vol. 9, page 515); February 24, 1847 (Vol. 10, page 206); February 7, 1849 (Vol. 10, page 287); February 23, 1849 (Vol. 10, page 354); February 7, 1852 (Vol. 10, page 652); March 4, 1857 (Vol. 11, page 521); March 19, 1863 (Vol. 12, page 339); March 2, 1867 (Vol. 13, page 218); March 24, 1875 (Vol. 15, page 177); February 25, 1877 (Vol. 15, page 514).

Acts of Maryland of 1809, chapter 64; March 14, 1828, 1827, chapter 207; March 14, 1829, 1828, chapter 198; February 9, 1830, 1829, chapter 64; February 7, 1842, 1841, chapter 265; February 28, 1850, 1849, chapter 249; March 10, 1856, 1856, chapter 249.

New Castle and Wilmington Railroad Company—Acts of Delaware of February 19, 1839 (Vol. 9, page 276); February 2, 1847 (Vol. 10, page 131); January 16, 1852 (Vol. 10, page 662); February 26, 1852 (Vol. 10, page 705); February 22, 1877 (Vol. 15, page 514).

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
George B. Roberts,	Bala, Pa.,	January 11, 1897.
William Sellers,	Philadelphia, Pa.,	January 11, 1897.
Jacob Tome,	Port Deposit, Md.,	January 11, 1897.
Frank Thomson,	Merion, Pa.,	January 11, 1897.
John P. Green,	Philadelphia, Pa.,	January 11, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	January 11, 1897.
Benjamin B. Comegys,	Philadelphia, Pa.,	January 11, 1897.
Benjamin F. Newcomer,	Baltimore, Md.,	January 11, 1897.
Edward Lloyd,	Turns' Mills, Md.,	January 11, 1897.
Skipwith Wilmer,	Baltimore, Md.,	January 11, 1897.
E. T. Warner,	Wilmington, Del.,	January 11, 1897.
German H. Hunt,	Baltimore, Md.,	January 11, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	January 11, 1897.
Preston Lea,	Wilmington, Del.,	January 11, 1897.
John Cassels,	Washington, D. C.,	January 11, 1897.
Charles E. Pugh,	Overbrook, Pa,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating office: Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Broad Street Station, Philadelphia.
Assistant to President,	Samuel Rea,	Broad Street Station, Philadelphia.
Vice President,	Frank Thomson,	Broad Street Station, Philadelphia.
Second Vice President,	John P. Green,	Broad Street Station, Philadelphia.
Third Vice President,	Charles E. Pugh,	Broad Street Station, Philadelphia.
Secretary,	John C. Sims,	Broad Street Station, Philadelphia.
Assistant to Secretary	D. S. Newhall,	Broad Street Station, Philadelphia.
Treasurer,	Robert W. Smith,	Broad Street Station, Philadelphia.
Assistant to Treasurer,	Frank Hunter,	Broad Street Station, Philadelphia.
Assistant to Treasurer,	Samuel E. Dickey,	Broad Street Station, Philadelphia.
General Solicitor,	James A. Logan,	Broad Street Station, Philadelphia.
Assistant to General Solicitor,	George V. Massey,	Broad Street Station, Philadelphia.
Chief of Motive Power,	Theodore N. Ely,	Broad Street Station, Philadelphia.
Comptroller,	Robert W. Downing,	Broad Street Station, Philadelphia.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Philadelphia.
General Manager,	S. M. Prevost,	Broad Street Station, Philadelphia.
Chief Engineer,	William H. Brown,	Broad Street Station, Philadelphia.
Engineer, Mainten'ce of Way,	J. T. Richards,	Broad Street Station, Philadelphia.
General Superintendent,	H. F. Kenney,	Broad Street Station, Philadelphia.
Division Superintendent,	W. N. Bernard,	Wilmington, Del.
Division Superintendent,	H. L. Holliday,	Clayton, Del.
Division Superintendent,	Charles J. Bechdolt,	Media, Pa.
Gen'l Supt. of Transportation,	J. B. Hutchinson,	Broad Street Station, Philadelphia.
General Freight Agent,	W. H. Joyce,	Broad Street Station, Philadelphia.
Asst. General Freight Agent,	Charles A. Chipley,	Broad Street Station, Philadelphia.
Asst. General Freight Agent,	J. R. Thayer, Jr.,	Broad Street Station, Philadelphia.
General Passenger Agent,	J. R. Wood,	Broad Street Station, Philadelphia.
Asst. Gen'l Passenger Agent,	George W. Boyd,	Broad Street Station, Philadelphia.
General Baggage Agent	F. J. McWade,	Broad Street Station, Philadelphia.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Philadelphia, Wilmington and Baltimore Railroad.	Philadelphia, Pa., ...	Baltimore, Md., ...	94.89
Southwark Branch, ...	Broad Street Station, Pa.	Dock street, Philadelphia.	1.71
Shellpot Branch, ...	Edgemoor, Del., ...	Near Newport, Del.,	5.30
Brandywine Branch, ...	Landlith, Del., ...	Augustine Mills, ...	2.14
New Castle and Wilmington Branch, ..	Delaware Junc., Del.,	Shellpot Crossing, ...	.97
Newark and Delaware City Branch, ...	Newark, Del., ...	Delaware city, ...	11.79
Delaware Railroad, Main Line, ...	Shellpot Cross, Del.,	Delmar, Del., ...	95.22
New Castle cut-off, ...	Jc. Shellpot Branch,	New Castle, Del., ...	3.51
Branch, ...	Townsend, Del., ...	Masseys, Md., ...	8.25
Branch, ...	Clayton, Del., ...	Smyrna, Del., ...	1.29
Branch, ...	Seaford, Del., ...	Near Oak Grove, Del.	5.73
Delaware and Chesapeake Railway, ...	Clayton, Del., ...	Oxford, Md., ...	54.30
Cambridge and Seaford Railroad, ...	Near Oak Grove, Del.	Cambridge, Md., ...	27.24
Delaware, Maryland and Virginia Railroad.	Harrington, Del., ... Georgetown, Del., ...	Rehoboth, Del., ... Franklin City, Va.,	37.53
Queen Anne's and Kent Railroad, ...	Massey's, Md., ...	Centreville, Md., ...	25.90
Baltimore and Potomac Railroad, ...	Baltimore, Md., ...	So. end Long Bridge, Washington.	43.30
	Bowie, Md., ...	Pope's Creek, Md., ..	48.70
Branch, ...	Loudon Park, Balto.,	Claremont stock yards, Baltimore.	1.20
Cantonsville Short Line Railroad.	Loudon Park, Balto.,	Catonsville, Md., ...	2.80
Washington Southern Railway, ...	Jc. Balto. & Pot. R. R., So. End Long Bridge.	Quantico, Va., and branch.	27.85
Philadelphia and Baltimore Central Railroad.	W. Philadelphia, Pa.,	Octoraro Jc., Md., ..	62.62
Branch, ...	Wawa, Pa., ...	West Chester, Pa., ..	9.43
Branch, ...	Brandywine Sta., Pa.	Kaolin Works, Pa.,..	1.63
Chester Creek Railroad, ...	Lenni, Pa., ...	Lamokin, Pa., ...	6.69
South Chester Railroad, ...	Chester, Pa., ...	Crescent Oil Works, Pa.	4.50
Philadelphia and Delaware County Railroad.	Fernwood, Pa., ...	Newtown Square, Pa.	9.93
Junction Railroad, ...	Gray's Ferry, in Philadelphia.	Jc. P. R. R., West Philadelphia.	1.67
Pennsylvania Railroad, ...	West Philadelphia, ..	Broad Street Station.	1.00
Columbia and Port Deposit Railway, ..	Octoraro Jc., Md., ..	Perryville, Md., ...	7.80
Union Railroad, ...	In Baltimore, Md., ..	.....	3.70
Northern Central Railway, ...	In Baltimore, Md., ..	.....	.80
Total mileage, ...	.....	.....	683.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment.	$15,849,082 86	Capital stock.	$11,819,350 00
Stocks owned, ...	3,862,995 08	Funded debt, ...	5,730,600 00
Bonds owned, ...	490,492 68	Current liabilities, ...	2,032,776 93
Cash and current assets, ...	1,965,529 73	Real estate mortgages, ...	164,001 64
Other assets:		Sinking fund, ...	620,000 00
Materials and supplies, ...	357,145 26	Profit and loss, ...	2,725,703 06
Sinking fund, ...	656,000 00		
Sundries, ...	591 02		
Grand total, ...	$23,091,831 63	Grand total, ...	$23,091,831 63

IMPORTANT CHANGES DURING THE YEAR.

1. Washington Southern Railway, Ressly n branch, opened, increase, 2.18 miles; South Chester Railroad extended .72 mile; New Castle and Wilmington branch, remeasured, increase, .01 mile; total, 3.91 miles.

2. Baltimore and Potomac Railroad, change of line, decrease, .01 mile.

4. Queen Anne's and Kent Road operated at cost from May 1, 1896.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mail carried.

Sleeping cars furnished by Pullman Palace Car Company, under contract. Pennsylvania Railroad and Pullman parlor and dining cars used.

Agreement between the Peninsular Railroad Company, of Maryland, the Peninsular Railroad Company of Virginia consolidated as the New York, Philadelphia and Norfolk Railroad Company. The Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver, Alexandria and Washington Railroad Company and the Washington, Ohio and Western Railroad Company, and the Alexandria and Washington Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.

Under laws of what government or state organized: Pennsylvania, April 3, 1869.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Voorhees,	Philadelphia, Pa.,	Second Monday in January, 1897.
John Oberholtzer,	Norristown, Pa.,	Second Monday in January, 1897.
J. R. Holman,	Chester Springs, Pa.,	Second Monday in January, 1897.
Francis Hallman,	Chester Springs, Pa.,	Second Monday in January, 1897.
H. K. Brownback,	Downingtown, Pa.,	Second Monday in January, 1897.
Morris Fussell,	Chester Springs, Pa.,	Second Monday in January, 1897.
Jacob Emery,	Chester Springs, Pa.,	Second Monday in January, 1897.
Daniel Keeley,	Cwchland, Pa.,	Second Monday in January, 1897.
Moses Marshall,	Cwchland, Pa.,	Second Monday in January, 1897.
A. M. F. Stiteler,	Philadelphia, Pa.,	Second Monday in January, 1897.
Levi B. Kaler,	Philadelphia, Pa.,	Second Monday in January, 1897.
Levi Oberholtzer,	Phoenixville, Pa.,	Second Monday in January, 1897.
Horace Latshaw,	Anselma, Pa.,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	James Boyd,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	H. Jones,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract or rat'd.	Miles of line.
	From—	To—			
Pickering Valley Railroad Co.	Phoenixville, Pa.	Byers, Pa., ...	P. & R. R. R. Co., .	Lease, ...	11.30

Leased to the Philadelphia and Reading Railroad Company, September 1, 1871, for 29 years. Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$481,399 08	Capital stock, ...	$15,655 00
Cash and current assets, ...	131 91	Funded debt, ...	322,390 00
Profit and loss, ...	564,735 40	Current liabilities, ...	612,496 14
		Accrued interest on funded debt not yet payable, ...	5 815 25
Grand total, ...	$1,046,266 39	Grand total, ...	$1,046,266 39

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.

Under laws of what government or state organized: State of Pennsylvania, page 149, Pamphlet Laws.

Operated by Corning, Cowanesque and Antrim Railway Company.

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
Cornelius Vanderbilt, ...	New York, N. Y., ...	January 11, 1897.
William K. Vanderbilt, ...	New York, N. Y., ...	January 11, 1897.
Chauncey M. Depew, ...	New York, N. Y., ...	January 11, 1897.
H. McK. Twombley, ...	New York, N. Y., ...	January 11, 1897.
George J. Magee, ...	Watkins, N. Y., ...	January 11, 1897.
Anton Hardt, ...	Wellsboro, Pa.	January 11, 1897.
M. E. Olmsted, ...	Harrisburg, Pa, ...	January 11, 1897.
William Howell, ...	Antrim, Pa., ...	January 11, 1897.
George F. Baer, ...	Reading, Pa., ...	January 11, 1897.
F. E. Herriman, ...	Philadelphia, Pa., ...	January 11, 1897.
W. D. Kelly, ...	Philadelphia, Pa., ...	January 11, 1897.
Jefferson Harrison, ...	Wellsboro, Pa., ...	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Wellsboro', Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry Sherwood,	Wellsboro, Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary and Treasurer,	E. V. W. Rossiter,	Grand Central Station, New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pine Creek Railway Company.	Stokesdale Jc., Pa.	Newberry Jc., Pa.	Corning, Cowanesque and Antrim Ry. Co.	30 per cent. of gross receipts.	74.08

This road is operated by the Corning, Cowanesque and Antrim Railway Company under contract of lease, dated July 1, 1892; the lessee company paying 30 per cent. of the gross earnings as rental in full under said lease. Lease to terminate on June 30, 1902.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,678,580 47	Capital stock,	$1,000,000 00
Cash and current assets,	4,508 59	Funded debt,	3,500,000 00
Profit and loss,	131,239 14	Current liabilities,	296,629 20
		Accrued interest on funded debt not yet payable,	17,500 00
Grand total,	$4,814,129 20	Grand total,	$4,814,129 20

IMPORTANT CHANGES DURING THE YEAR.

$5,000 dollars, balance of second mortgage bonds outstanding, redeemed and cancelled.

FALL BROOK RAILWAY COMPANY, LESSEE OF PINE CREEK RAILWAY COMPANY.

Date of organization: July 1, 1892 (succeeding Corning, Cowanesque and Antrim Railway Company).

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of New York, 1869, chapter 917; laws of Pennsylvania, approved May 16, 1861. Name changed to Fall Brook Railway Company, July 1, 1892. Order Supreme Court, special term, June 21, 1892, at Watkins, Schuyler county, New York. Order court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

Digitized by Google

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Wellsboro and Lawrenceville Railroad Company, Cowanesque Valley Railroad Company, purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, July 2, 1873.

Blossburg and Corning Railroad Company—Chapter 191, laws of New York, 1826; Tioga Coal, Iron, Mining and Manufacturing Company, was incorporated, with power to construct slack-water navigation. That act amended by chapter 81, laws of 1833, authorized that company to construct a railroad, and chapter 90, laws of 1851, name of company changed to Corning and Blossburg Railroad Company. The road afterward sold, sheriff sale, and reorganized March 19, 1854, under general railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company—wholly in the State of New York.

Wellsboro and Lawrenceville Railroad Company—Organized by act of legislature of Pennsylvania, approved April 4, 1867, supplement to same approved March 20, 1868, further supplement approved May 10, 1871—wholly in State of Pennsylvania.

Cowanesque Valley Railroad Company—Organized by act of legislature of Pennsylvania, approved April 9, 1869, supplement to same approved March 29, 1871—wholly in State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George J. Magee,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
John Lang,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Daniel Beach,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
John Magee,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Henry Sherwood,	Wellsboro, Pa.,	Second Wednesday, Nov. 11, 1896.
Duncan Ellsworth,	Watkins, N. Y.,	Second Wednesday, Nov. 11, 1896.
Jefferson Harrison,	Wellsboro, Pa.,	Second Wednesday, Nov. 11, 1896.

Date of last meeting of stockholders for election of directors: November 13, 1895.

Postoffice address of general office: Pine Creek Railway Company, Grand Central Station, New York city.

Postoffice address of operating office: Fall Brook Railway Company, Corning, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	George J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	Corning, N. Y.
Second Vice President and General Counsel,	Daniel Beach,	Corning, N. Y.
Secretary and Asst. to President,	John Magee,	Corning, N. Y.
Treasurer,	John H. Lang,	Corning, N. Y.
Auditor,	N. Nicholson,	Corning, N. Y.
General Superintendent,	G. R. Brown,	Corning, N. Y.
Chief Engineer,	S. F. Hoyt, Jr.,	Corning, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pine Creek Railway,	Stokesdale Jc., Pa.,	Newberry Jc., Williamsport,	74.80

22—9—96

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays 40 per cent. of receipts. Cars furnished and maintained by railway.

United States Government, mails, at $5,553.96 per annum.

Blue, Red, White, Nickel Plate, West Shore, Hoosac Tunnel, Interstate Despatch, Merchants' Despatch, Southwest, Commercial Express lines. Merchants' Despatch furnishes its own cars at current rates mileage and commission on all freight secured for the road, others use cars furnished by roads over which they run and receive a pro-rate of a fixed through rate of freight.

Beech Creek Railroad Company trackage on twelve miles, south end.

Buffalo and Susquehanna Railroad over north, eight miles.

Western Union Telegraph Company, use line for commercial business for one-half of receipts.

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.

Under laws of what government or state organized: Charter from State of Pennsylvania and special acts dated February 21, 1872, and April 5, 1873.

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
James M. Bailey,	Pittsburgh, Pa.,	February, 1897.
Jacob Geib,	Pittsburgh, Pa.,	February, 1897.
John H. Nusser,	Pittsburgh, Pa.,	February, 1897.
L. S. McKallip,	Pittsburgh, Pa.,	February, 1897.
F. B. Strong,	Pittsburgh, Pa.,	February, 1897.
F. F. Schuchman,	Pittsburgh, Pa.,	February, 1897.
James R. Redman,	Pittsburgh, Pa.,	February, 1897.
Jr. G. G. Rahauser,	Pittsburgh, Pa.,	February, 1897.
J. M. Conroy,	Pittsburgh, Pa.,	February, 1897.
Charles Zugsmith, Jr.,	Pittsburgh, Pa.,	February, 1897.
Thomas A. Noble,	Pittsburgh, Pa.,	February, 1897.

Date of last meeting of stockholders for election of directors: February 19, 1896.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	James M. Bailey,	Pittsburgh, Pa.
Secretary and Treasurer,	E. J. Reamer,	Pittsburgh, Pa.
Attorney, or General Counsel,	Thomas A. Noble,	Pittsburgh, Pa.
Chief Engineer,	W. A. Elebarn,	Pittsburgh, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburgh and Castle Shannon Railroad Company.	Pittsburgh, ...	Arlington, ...	6.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$365,377 28	Capital stock, ...	$481,400 00
Cost of equipment, ...	33,276 53	Funded debt, ...	218,724 64
Other permanent investments, ...	3,096 00	Current liabilities, ...	59,119 80
Lands owned, ...	71,947 46	Accrued interest on funded debt not yet payable, ...	5,000 00
Cash and current assets, ...	10,951 43		
Other assets:			
Sundries, ...	104 50		
Profit and loss, ...	279,491 24		
Grand total, ...	$764,244 44	Grand total, ...	$764,244 44

CONTRACTS, AGREEMENTS, ETC.

Mails carried outward and inward, daily five pouches for $287.68 per annum.

PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.

Under laws of what government or state organized: State of Pennsylvania, act approved April 4, 1868.

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term
James McCrea, ...	Pittsburgh, Pa., ...	January, 1897.
John E. Davidson	Pittsburgh, Pa., ...	January, 1897.
J. T. Brooks, ...	Pittsburgh, Pa., ...	January, 1897.
D. W. Caldwell, ...	Cleveland, O., ...	January, 1897.
John G. Robinson, ...	Pittsburgh, Pa., ...	January, 1897.
James M. Bailey, ...	Pittsburgh, Pa., ...	January, 1897.

Date of last meeting of stockholders for election of directors: January 27, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Reed,	Pittsburgh, Pa.
Vice President,	John G. Robinson,	Pittsburgh, Pa.
Secretary,	R. T. Hill,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburgh, Chartiers and Youghiogheny Railway Company.	McKee's Rocks, Pa.,	Junction No. 1,	7.25
	Woodville Junction,	Beechmont,	4.17
	County Home,	Beadling,	2.75
	Branch,	Ohio river,	.62
	Branch,	P. & L. E. R. R. freight yards.	.95
Trackage rights, Junction No. 1,		Woodville Junction,	1.40
Total mileage,			17.14

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,177,311 77	Capital stock,	$700,000 00
Cost of equipment,	221,316 35	Funded debt,	688,000 00
Cash and current assets,	55,144 21	Current liabilities,	8,428 72
Other assets:		Accrued interest on funded debt not yet payable,	11,680 00
Materials and supplies	3,022 15	Profit and loss,	48,685 76
Grand total,	$1,456,794 48	Grand total,	$1,456,794 48

IMPORTANT CHANGES DURING THE YEAR.

April, 1896, $4,000.00 of general mortgage bonds retired through sinking fund.

CONTRACTS, AGREEMENTS, ETC.

On July 16, 1885, this company executed a contract with the American Express Company for the transportation of express business over its railway at fifteen cents per cwt., on general merchandise, and ten cents per cwt. on all special traffic matter, regardless of the distance such freight is carried, with a minimum guarantee of $600.00 per annum for the service.

Contract with United States Postoffice Department for the transportation of mails from Woodville, Pa., to Hickman, Pa., 3.81 miles, and from Woodville to Beadling, Pa., 3.93 miles, at rate of $292.40 per annum from November 13, 1883, to June 30, 1897.

This company pays the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for use of 1.40 miles of track a fixed annual rental of $2,973.60, and in addition pays the said company a proportional cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

Digitized by Google

PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.

Under laws of what government or state organized: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois as per copy of agreement of consolidation filed with report for nine months ended June 30, 1891.

If a consolidated company, name the constituent companies: This company is a consolidation taking effect October 1, 1890, of the Pittsburgh, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburgh Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
J. T. Brooks,	Pittsburgh, Pa.,	April, 1897.
John E. Davidson,	Pittsburgh, Pa.,	April, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	April, 1897.
James McCrea,	Pittsburgh, Pa.,	April, 1898.
William H. Barnes,	Philadelphia, Pa.,	April, 1898.
Samuel S. Dennis,	Newark, N. J.,	April, 1898.
George B. Roberts,	Philadelphia, Pa.,	April, 1899.
Frank Thompson,	Philadelphia, Pa.,	April, 1899.
John P. Green,	Philadelphia, Pa.,	April, 1899.
Charles E. Pugh,	Philadelphia, Pa.,	April, 1899.
George Willard,	Chicago, Ill.,	April, 1900.
Briggs S. Cunningham,	Cincinnati, O.,	April, 1900.
Joseph Wood,	Pittsburgh, Pa.,	April, 1900.

Date of last meeting of stockholders for election of directors: April 14, 1896.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

Postoffice address of operating office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	George B. Roberts,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburgh, Pa.
Second Vice President,	J. T. Brooks,	Pittsburgh, Pa.
Third Vice President,	John E. Davidson,	Pittsburgh, Pa.
Fourth Vice President,	Joseph Wood,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.
Assistant Treasurer,	M. C. Spencer,	Pittsburgh, Pa.
General Counsel,	J. J. Brooks,	Pittsburgh, Pa.
Assistant Counsel,	L. L. Gilbert,	Pittsburgh, Pa.
Comptroller,	John W. Renner,	Pittsburgh, Pa.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh, Pa.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh, Pa.
Auditor of Disbursements,	James Instan,	Pittsburgh, Pa.
General Manager,	L. F. Loree,	Pittsburgh, Pa.
General Superintendent of Transportation,	E. B. Taylor,	Pittsburgh, Pa.
Consulting Engineer and Real Estate Agent,	M. J. Becker,	Pittsburgh, Pa.
Chief Engineer,	Thomas H. Johnson,	Pittsburgh, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburgh, Cincinnati, Chicago and St. Louis Railway.			
A.			
Pittsburgh Division,	Birmingham Station, Pittsburgh, Pa.	Columbus, O.,	189.42
Indianapolis Division,	Columbus, O.,	Indianapolis, Ind.,	187.13
Richmond Division	Richmond Jc., Ind.,	Anioka Jc., Ind.,	102.25
	Rendcomb Jc., O.,	Hamilton, O.,	24.59
	New River Jc., O.,	Indianapolis Div. Jc., Ind.	29.21
Chicago Division,	Bradford Jc, O.,	Chicago, Ill.,	239.98
	Logansport, Ind.,	Effner, Ind.,	60.19
Louisville Division,	Indianapolis, Ind.,	Jeffersonville,	108.49
			842.16
B.			
Bridgeville and McDonald Branch,	Bridgeville, Pa.,	Rend's Mines, Pa.,	7.81
	Cecil, Pa.,	Bishop, Pa.,	1.09
New Cumberland Branch,	New Cumberland Jc., West Virginia.	Kenilworth, W. Va.,	17.12
Cadiz Branch,	Cadiz Jc., O.,	Cadiz, O.,	7.85
New Albany Branch,	Jeffersonville, Ind.,	New Albany, Ind.,	4.54
Jeffersonville Branch,	Jc. of N. A. Branch,	Jc. with main line, Jeffersonville, Ind.	1.47
Madison Branch,	Columbus, Ind.,	Madison, Ind.,	44.90
Cambridge Branch,	Columbus, Ind.,	Cambridge City, Ind.,	63.04
			148.12
Steubenville Extension,	Pittsburgh, Union Station, Pa.	Birmingham Station, Pittsburgh, Pa.	1.23
Little Miami Railroad,	Columbus, O.,	Cincinnati, O.,	119.25
	Xenia, O.,	Springfield, O.,	19.31
	Xenia, O.,	Indiana state line, near New Paris, O.	53.24
Cincinnati Street Connection Railway	L. M. R. R.,	C., C., C. and St. L. Ry.	2.49
			195.72
Ohio Connecting Railway,	Jc. with P., C., C. and St. L. Ry., two miles west of Birmingham Sta., Pa.	Jc. with P., F. W. and C. Ry. at Verner Station, Allegheny, Pa.	2.75
Sheridan Branch,	Jc. with P., C., C. and St. L. Ry., 2¾ miles west of Birmingham Stn, Pa.	Jc. with main line of Ohio Connecting Ry.	.52
Chartiers Railway,	Carnegie, Pa.,	Washington, Pa.,	22.76
Chartiers Connecting Railway in Washington, Pa.	Terminus of Chartiers Railway.	Terminus of W. & W. R. R.	.72
Pittsburgh, Wheeling and Kentucky Railroad.	Wheeling Jc., W. Va	Benwood, W. Va.,	78.04
Englewood Connecting Railway, Fifty-ninth street, Chicago.	Jc. with P., C., C. and St. L. Ry.	Jc. with P., F. W. and C. Ry.	2.25
			57.14
Union Depot, Columbus, O.,	Eastern end of depot yard.	High street,	25.00
Union Railway, Indianapolis, Ind.,	Terminal tracks connecting main line with Union Depot.		1.01
Lake Erie and Western Railroad	Indianapolis, Ind.,	Kokomo, Ind.,	34.23
Cincinnati, Hamilton and Dayton Railroad.	Hamilton Jc., O.,	New River Jc., O.,	1.52
Louisville bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.46
			59.47
Total mileage,			1,402.62

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$93,743,240 37	Capital stock, ...	$17,698,601 21
Stocks owned, ...	397,648 99	Funded debt, ...	48,583,810 00
Bonds owned, ...	1,273,000 00	Current liabilities, ...	1,950,044 05
Other permanent investments, ..	255,006 41	Deferred liabilities, ...	1,367,021 73
Cash and current assets, ...	2,589,400 90	Accrued interest on funded debt not yet payable, ...	557,615 40
Other assets:		Accrued principal on Car Trust, cars not yet payable, ...	45,586 67
Materials and supplies, ...	863,195 81	Profit and loss, ...	515,611 22
Sinking fund, ...	886,955 03		
Sundries, ...	267,746 51		
Betterments to leased roads, ...	383,189 92		
Car Trust equipment, ...	148,810 00		
Grand total, ...	$100,718,293 28	Grand total, ...	$100,718,292 28

IMPORTANT CHANGES DURING THE YEAR.

$6,000,000.00, series D, four per cent, fifty-year bonds were issued during the year, under the consolidated mortgage for the following purposes, viz:

To retire outstanding 4½ per cent, bonds of series C, ...	$4,818,000 00
To retire sectional lien bonds and for additions and improvements to the property of the company, ...	1,182,000 00
	$6,000,000 00

$552,000.00 first mortgage 7 per cent, bonds of Cincinnati, Richmond and Chicago Railroad Company, matured July 1, 1895; $550,000 of these bonds were paid during the year, leaving still outstanding $2,000, the money to redeem same being in hands of Union Trust Company, New York.

$65,000.00 second mortgage 7 per cent, bonds of Cincinnati, Richmond and Chicago Railroad Company, which matured January 1, 1889, were paid and canceled during the year ended June 30, 1896.

CONTRACTS, AGREEMENTS, ETC.

1. Express. The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

2. Mails. The Compensation for the transportation of mails is a fixed annual rate per mile of road, determined by the extent of service performed, based on the actual weight of mails carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

3. Sleeping, Parlor or Dining Car Companies. Pullman's Palace Car Company furnishes sleeping cars for use over the lines of this company, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth, according to distance, in addition to railroad fare collected by this company.

4. Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of the Union Line cars.

5. Other Railroad Companies: Rental is received and paid under contracts with other companies.

6. Steamboat or Steamship Companies. None.

7. Telegraph Companies. The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying fixed rental therefor.

8. Telephone Companies. None.

9. Other Contracts. The Union News Companys pays a fixed rental for certain privileges granted.

The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for the privileges and facilities granted thereat.

Digitized by Google

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania, acts April 3, 1837; April 18, 1843; April 19, 1843; April 3, 1846; April 10, 1846; April 17, 1846; March 15, 1847; March 15, 1847; March 27, 1848; March 20, 1849; March 31, 1853; April 12, 1853; April 18, 1853; April 21, 1853; March 3, 1854; April 6, 1854; April 19, 1854; April 26, 1854; March 2, 1855; March 21, 1855; April 3, 1856; April 11, 1856; January 22, 1857; April 11, 1863; April 14, 1863; August 19, 1864; April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Orland Smith,	Cincinnati, O.,	First Monday, December, 1896.
John K. Shaw,	Baltimore, Md.,	First Monday, December, 1896.
Mendes Cohen,	Baltimore, Md.,	First Monday, December, 1896.
Charles Donnelly,	Pittsburgh, Pa.,	First Monday, December, 1896.
Findley H. Burns,	Baltimore, Md.,	First Monday, December, 1896.
John D. Sculley,	Pittsburgh, Pa.,	First Monday, December, 1896.
C. L. Fitzhugh,	Allegheny, Pa.,	First Monday, December, 1896.
John W. Chalfant,	Allegheny, Pa.,	First Monday, December, 1896.
George A. Berry,	Pittsburgh, Pa.,	First Monday, December, 1896.
William Metcalf,	Pittsburgh, Pa.,	First Monday, December, 1896.
W. J. Moorhead,	Pittsburgh, Pa.,	First Monday, December, 1896.
W. H. Koontz,	Somerset, Pa.,	First Monday, December, 1896.

Date of last meeting of stockholders for election of directors: December 2, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	Orland Smith,	Cincinnati, O.
Secretary and Treasurer,	J. B. Washington,	Pittsburgh, Pa.
Auditor,	J. B. Washington,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburgh & Connellsville Railroad Company.	Pittsburgh, Pa.	Mt. Savage Jc., Md.	B. & O. R. R. Co.,	Lease,	146.70
Hickman Run Branch.	Hickman Run Jc., Pa.	Cora Mines, Pa.	B. & O. R. R. Co.,		2.10
Total mileage,					148.80

The Pittsburgh and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company for a period of fifty (50) years, from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessee agree at all time during the term of the lease to work, use, manage, operate, maintain and keep in public use, the Pittsburgh and Connnellsville Railroad, with the appurtenances and to apply the receipts as follows:

Digitized by Google

To operating and keeping in repair said road and its property.

To pay interest on consolidated mortgage bonds.

If, however, during any year, the receipts are not sufficient to meet the expenses, the deficit to be made up from receipts of subsequent years.

If the receipts exceed the expenses, the remainder is to be paid to the Pittsburgh and Connellsville Railroad Company, the lessor.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$15,301,021 90	Capital stock,	$1,956,091 05
Cost of equipment,	1,734,411 53	Funded debt,	20,648,224 00
Stocks owned,	1,052,239 63	Current liabilities,	7,303,042 32
Bonds owned,	1,750,300 00	Real estate mortgages,	60,000 00
Cash and current assets,	151,031 03		
Other assets:			
Sinking fund,	685,044 00		
Sundries,	21,460 01		
Profit and loss,	9,271,849 27		
Grand total,	$29,967,357 37	Grand total,	$29,967,357 37

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

Under laws of what government or state organized: Pennsylvania, an act approved March 31, 1860, supplement February 3, 1869. Ohio, an act approved April 11, 1861, supplement April 4, 1863. Indiana, an act approved March 5, 1861, supplement May 5, 1869. Illinois, an act approved February 8, 1861, supplement March 22, 1869.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848; chartered in Pennsylvania, April 11, 1848. Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850; chartered in Indiana, January 15, 1851. Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852; chartered in Illinois, January 5, 1853.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Lanier,	New York, N. Y.,	Annual election, 1900.
Henry Amy,	New York, N. Y.,	Annual election, 1900.
William C. Egleston,	New York, N. Y.,	Annual election, 1900.
John S. Kennedy,	New York, N. Y.,	Annual election, 1897.
George B. Roberts,	Philadelphia, Pa.,	Annual election, 1899.
John N. Hutchinson,	Philadelphia, Pa.,	Annual election, 1898.
Charles E. Speer,	Pittsburgh, Pa.,	Annual election, 1897.
James McCrea,	Pittsburgh, Pa.,	Annual election, 1900.
John Sherman,	Mansfield, Ohio,	Annual election, 1899.
L. B. Harrison,	Cincinnati, Ohio,	Annual election, 1899.
Henry C. Urner,	Cincinnati, Ohio,	Annual election, 1898.
Edward P. Williams,	Fort Wayne, Ind.,	Annual election, 1897.
Levi Z. Leiter,	Chicago, Ill.,	Annual election, 1898.

Date of last meeting of stockholders for election of directors: May 20, 1896.

Postoffice address of general office: Lock Box 340, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles Lanier,	17 Nassau street, N. Y. city.
Treasurer,	John J. Haley,	Penn av. & 10th st., Pittsburgh.
Attorney, or General Counsel,	Wheeler H. Peckham,	80 Broadway, New York city.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Pittsburgh, Fort Wayne and Chicago Railway.	Pittsburgh, Pa.,	Chicago, Ill., ..	Penna. R. R. Co.,	Lease, ...	469.99

Leased to the Pennsylvania Railroad Company for a term of 999 years, from July 1, 1869, at a rental equivalent to interest on bonds; $104,000 per annum to sinking funds (being one per cent. of debt); seven per cent per annum on stock and a sum to maintain the organization of the company. The lessee to keep road in repair, pay taxes, expenses, etc. Guaranteed special stock is issued to the lessee company for betterments made to the property, necessary to increase the gross earnings to $7,500 per car, per annum.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$38,802,017 04	Capital stock, ...	$38,597,685 71
Cost of equipment, ...	11,369,781 03	Funded debt, ...	12,410,000 00
Miscellaneous securities, ...	630,356 63	Current liabilities, ...	796,157 33
Cash and current assets, ...	802,665 23	Unsurrendered bonds, ...	1,100,000 00
Other assets:		Profit and loss, ...	9,736,076 31
Materials and supplies, transferred to lessee July 1, 1869, ..	468,724 84		
Sinking fund, ...	9,466,374 58		
Pennsylvania Railroad Company, lessee, bonds paid under article second of lease, ...	1,100,000 00		
Grand total, ...	$62,639,949 35	Grand total, ...	$62,639,949 35

PENNSYLVANIA COMPANY, OPERATING THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburgh, Fort Wayne and Chicago Railway.	Pittsburgh, Pa., ...	Chicago, Ill., ...	468.32
Cummings' Branch, ...	South Chicago, Ill., ..	Cummings, Ill., ...	1.57
Total mileage.	.....	.....	469.89

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for 30 consecutive days during each quadrennial period.

Sleeping, parlor or dining car companies: Pullman's Palace Car Company furnishes its cars for use over this road, maintaining the same and collecting from passengers twenty-five cents to $2.50 for each single seat or berth, according to distance, in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburgh and Toledo fail to earn for the Pullman Company an average of $7,500 per car, per annum, this company pays the Pullman Company three cents per car, per mile run, or so much thereof as may be necessary to increase the gross earnings to $7,500 per car, per annum.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line located on right of way of Pittsburgh, Fort Wayne and Chicago Railway.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

PITTSBURG JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

Under laws of what government or state organized: A consolidated company, formed by merger of two companies organized under law of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburgh Junction Railroad Company consolidated with Pittsburgh Local Railroad Company December 21, 1881. Latter company incorporated September, 1880; former in August, 1881.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John W. Chalfant,	Allegheny, Pa.,	Until next annual election.
Charles H. Spang,	Pittsburgh, Pa.,	Until next annual election.
H. W. Oliver,	Pittsburgh, Pa.,	Until next annual election.
Jacob Painter, Jr.,	Pittsburgh, Pa.,	Until next annual election.
Reuben Miller,	Pittsburgh, Pa.,	Until next annual election.
William Metcalf,	Pittsburgh, Pa.,	Until next annual election.
John Z. Speer,	Pittsburgh, Pa.,	Until next annual election.
Alex. Bradley,	Pittsburgh, Pa.,	Until next annual election.
A. E. W. Painter,	Pittsburgh, Pa.,	Until next annual election.
C. L. Fitzhugh,	Pittsburgh, Pa.,	Until next annual election.
Charles F. Mayer,	Baltimore, Md.,	Until next annual election.
W. F. Frick,	Baltimore, Md.,	Until next annual election.

Date of last meeting of stockholders for election of directors: October 21, 1895.

Postoffice address of general office: 507 Tradesman's Building, Pittsburgh, Pa.

Postoffice address of operating office: 507 Tradesman's Building, Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas King,	Pittsburgh, Pa.
Vice President,	C. L. Fitzhugh	Pittsburgh, Pa.
Secretary and Auditor,	James A. Smith,	Pittsburgh, Pa.
Treasurer	Robert Wardrop,	Pittsburgh, Pa.
General Counsel,	Johns McCleave,	Pittsburgh, Pa.
Assistant Counsel,	Thomas Herriott,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburgh Junction Railroad:			
Main line,	Laughlin Junction, B. & O. R. R., in Pittsburgh.	Willow Grove Junction, near Allegheny.	4.47
River line branch,	Ninth to Sixteenth streets and Twentieth to Forty-third streets, Pittsburgh, Pa., along Allegheny river.		2.40
Total mileage,			6.87

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,549,274 80	Capital stock,	$1,900,000 00
Cost of equipment,	87,506 81	Funded debt,	1,700,000 00
Stocks owned,	200,000 00	Current liabilities,	259,162 46
Cash and current assets,	168,271 69	Real estate mortgages,	14,689 28
Other assets:		Profit and loss,	55,691 67
Materials and supplies,	4,490 08		
Grand total,	$4,009,543 40	Grand total,	$4,009,543 40

IMPORTANT CHANGES DURING THE YEAR.

Of the authorized issue of $500,000 second mortgage bonds authorized May, 1894; $250,000 were sold and issued in year ended June 30, 1895, and $50,000 in year ended June 30, 1896.

CONTRACTS, AGREEMENTS, ETC.

Agreement between Baltimore and Ohio Railroad Company, Pittsburgh and Western Railroad Company, and Pittsburgh Junction Railroad Company for interchange of traffic over Pittsburgh Junction Railroad and to and from same; April 27, 1882.

Digitized by Google

PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

Under laws of what government or state organized: State of Pennsylvania, act of April 4, 1868, which is a supplementary act of February 19, 1849.

State of Ohio, section 3235 to 3668 of the code of Ohio, and is governed by provisions found from 3270 to 3278.

If a consolidated company, name the constituent companies: Pittsburgh and Lake Erie Railroad Company and Youngstown and Pittsburgh Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. Vanderbilt,	New York city, N. Y.,	January 26, 1897.
W. K. Vanderbilt,	New York city, N. Y.,	January 26, 1897.
F. W. Vanderbilt,	New York city, N. Y.,	January 26, 1897.
H. McK. Twombly,	New York city, N. Y.,	January 26, 1897.
E. D. Worchester,	New York city, N. Y.,	January 26, 1897.
Henry Hice,	Beaver, Pa.,	January 26, 1897.
M. W. Watson,	Pittsburgh, Pa.,	January 26, 1897.
A. E. W. Painter,	Pittsburgh, Pa.,	January 26, 1897.
James M. Bailey,	Pittsburgh, Pa.,	January 26, 1897.
J. H. Reed,	Pittsburgh, Pa.,	January 26, 1897.
J. M. Schoomnaker,	Pittsburgh, Pa.,	January 26, 1897.
D. Leet Wilson,	Pittsburgh, Pa.,	January 26, 1897.

Date of last meeting of stockholders for election of directors: January 28, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	D. W. Caldwell,	Cleveland, Ohio.
Vice President,	J. M. Schoonmaker,	Pittsburgh, Pa.
Secretary and Treasurer,	John G. Robinson,	Pittsburgh, Pa.
General Solicitor,	Knox & Reed,	Pittsburgh, Pa.
Auditor,	C. H. Bronson,	Pittsburgh, Pa.
Chief Engineer,	J. A. Atwood,	Pittsburgh, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named
Pittsburgh and Lake Erie Railroad, ...	Pittsburgh, ...	Youngstown, O., ...	95.00
New Castle branch, ...	New Castle Jct., Pa.,	New Castle, Pa., ...	2.82
Lowellville branch, ...	Lowellville, O., ...	Bentley, O., ...	.26
Mahoning State Line, ...	Bentley, O., ...	Shaw Junction, Pa.,	3.16
Pittsburgh, McKeesport and Youghiogheny Railroad,	Pittsburgh, ...	New Haven, ...	56.75
Pittsburgh, McKeesport and Monongahela division.	Reynoldton, ...	Belle Vernon, ...	27.51
Fayette City branch, ...	Belle Vernon, Pa., ..	Fayette City, ...	2.46
Elwell Run branch, ...	Whitsett, ...	Coal Mines, ...	5.01
Dickerson Run branch, ...	Dickerson Run, ...	Vandervilt, ...	4.47
Dawson, Broadford and Mt. Pleasant branch,	.....	.....	.62
Broadford branch, ...	.....	.....	.41
Tyrone branch, ...	.....	.....	.27
West Youghiogheny, ...	.....	.....	.18
Youghiogheny Northern Railroad, ...	Broadford, ...	Summit, ...	1.92
Beaver and Ellwood Railroad, ...	Ellwood Junction, Pa.,	Ellwood City, ...	2.91
Total mileage, ...	.....		177.18

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$6,514,897 57	Capital stock, ...	$4,000,000 00
Cost of equipment, ...	2,718,777 49	Funded debt, ...	4,000,000 00
Stocks owned, ...	285,643 85	Current liabilities, ...	672,066 68
Bonds owned, ...	21,965 00	Real estate mortgages, ...	603,587 70
Other permanent investments, ..	8,831 56	Accrued interest on funded debt not yet payable, ...	25,000 00
Lands owned, ...	542,500 01	Profit and loss, ...	2,110,479 68
Cash and current assets, ...	1,049,050 16		
Other assets: Materials and supplies, ...	269,538 21		
Grand total, ...	$11,411,133 87	Grand total, ...	$11,411,133 87

CONTRACTS, AGREEMENTS, ETC.—STATEMENT OF CONTRACT OF THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

1. Agreement between the Atlantic and Great Western Railroad Company, the Pittsburgh and Lake Erie Railroad Company, and the Cleveland and Mahoning Valley Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburgh and Lake Erie Railroad Company, said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also traffic arrangements between the companies.

2. Contract between the Pittsburgh and Lake Erie Railroad Company, the Youngstown and Pittsburgh Railroad Company, and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the said railroad companies.

3. Articles of merger between the Youngstown and Pittsburgh Railroad Company, and the Pittsburgh and Lake Erie Railroad Company, dated January 5, 1878.

4. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny Railroad.

Digitized by Google

5. Agreement dated January 29, 1882, between the Lake Shore and Michigan Southern Railway Company and the Pittsburgh and Lake Erie Railroad Company, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad in the interests of the two said companies.

6. Agreement between the Pennsylvania Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company of the Pittsburgh and Lake Erie Railroad Company, in said region.

7. Agreement between the Pittsburgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad Companies, dated July 14, 1882, relating to track connections and trains between said companies.

8. Agreement between the Pittsburgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad companies, dated September 4, 1883, relating to the joint operations of connecting tracks.

9. Agreement between the Pittsburgh and Lake Erie and the Montour Railroad companies, dated January 3, 1887, relating to track connections, and containing a license to the Montour Railroad Company, to run certain trains over the tracks of the Pittsburgh and Lake Erie Railroad Company, to tipple erected on the Ohio river for the purpose of shipping coal.

10. Agreement between the Pittsburgh and Lake Erie and the Monongahela Connecting Railroad companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company, for the purpose of transportation of cars over a portion of their line.

11. Agreement between the New York, Lake Erie and Western and the Pittsburgh and Lake Erie railroad companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Pa.

12. Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

13. Agreement dated January 25, 1892, between the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the Pittsburgh and Lake Erie Railroad Company, the Pittsburgh, Chartiers and Youghiogheny Railroad Company, and the Pittsburgh, Virginia and Charleston Railroad Company, relating to the purchase for joint account and equal division between themselves of the entire capital stock of the Pittsburgh, Chartiers and Youghiogheny Railway Company, by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and the Pittsburgh and Lake Erie Railroad Company.

14. Agreement dated May 26, 1892, between the Pitsburgh and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company, and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Ellwood Connecting Railroad.

15. Agreement dated July 5, 1894, between the Pittsburgh and Lake Erie Railroad Company and the Mahoning State Line Railroad Company, providing for the subscription to the capital stock and the construction of the Mahoning State Line Railroad, and lease of same upon its completion to the Pittsburgh and Lake Erie Railroad Company.

American Express Company, $15.00 per day.

United States Government Postoffice Department fixes a rate per mile per annum, regulated by weight and paid quarterly for carrying mail.

Wagner Palace Car Company and Pullman Palace Car Company.

May 1, 1881, Western Union Telegraph Company to furnish poles, wires, insulators, etc. The railroad company to set poles and collect charges for telegraph company on commercial business.

PITTSBURGH, LISBON AND WESTERN RAILWAY COMPANY.

Date of organization: May 1, 1896.
Under laws of what government or state organized: General laws of Ohio.
Road in operation two months. From May 1, to June 30, 1896.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. S. Comstock,	New York, N. Y.,	Second Monday in January, 1897.
J. I. Raymond,	New York, N. Y.,	Second Monday in January, 1897.
F. W. Lockwood,	New York, N. Y.,	Second Monday in January, 1897.
W. S. Gurnee,	New York, N. Y.,	Second Monday in January, 1897.
N. B. Billingsley,	Lisbon, Ohio,	Second Monday in January, 1897.
C. W. Bray,	Lisbon, Ohio,	Second Monday in January, 1897.
C. H. Smith,	Lisbon, Ohio,	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: April 17, 1896.

Postoffice address of general office: Lisbon, Ohio.

Postoffice address of operating office: Lisbon, Ohio.

OFFICERS.

Title.	Name.	Location of Office.
President,	A. S. Comstock,	New York, N. Y.
Vice President,	F. M. Lockwood,	New York, N. Y.
Secretary,	R. W. Taylor,	Lisbon, Ohio.
Treasurer,	A. S. Comstock,	New York, N. Y.
Attorney, or General Counsel,	N. B. Billingsley,	Lisbon, Ohio.
Auditor,	K. E. Baringer,	Lisbon, Ohio.
General Manager,	C. H. Smith,	Lisbon, Ohio.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Pittsburgh, Lisbon and Western Railway Company.	New Galilee, Pa.,	Lisbon, O.,	25.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$181,746 00	Capital stock,	$105,123 00
Cost of equipment,	28,500 00	Funded debt,	105,121 00
Cash and current assets,	7,560 49	Current liabilities,	7,358 98
		Profit and loss,	203 51
Grand total,	$217,806 49	Grand total,	$217,806 49

IMPORTANT CHANGES DURING THE YEAR.

Property of the Pittsburgh, Marion and Chicago Railway Company sold at foreclosure sale to the Pittsburgh, Lisbon and Western Railway Company.

Stock to par value, $105,123, issued to pay purchase price of the Pittsburgh, Marion and Chicago Railway Company.

Bonds to par value, $105,123, issued to pay purchase price of the Pittsburgh, Marion and Chicago Railway Company.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, rate fifteen cents per hundred weight and ten dollars for messenger service.

United States mail, usual terms.

The Western Union Telegraph Company and this company own line jointly; the former receive all revenue.

PITTSBURG, MARION AND CHICAGO RAILWAY COMPANY.

Date of organization: February 13, 1886.

Under laws of what government or state organized: General railroad laws of Ohio and Pennsylvania.

If a consolidated company, name the constituent companies: The Wampum and State Line Railroad Company organized under the laws of Pennsylvania January 2, 1886, and the Pittsburgh, Marion and Chicago Railway Company organized under the laws of Ohio, November 30, 1885.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. S. Gurnee,	New York, N. Y.,	Second Monday January, 1897.
A. C. Gurnee,	New York, N. Y.,	Second Monday January, 1897.
Charles Seidler,	New York, N. Y.,	Second Monday January, 1897.
George Lord Day,	New York, N. Y.,	Second Monday January, 1897.
F. W. Lockwood,	New York, N. Y.,	Second Monday January, 1897.
A. M. Curtis,	New York, N. Y.,	Second Monday January, 1897.
F. H. Colman,	Pittsburgh, Pa.,	Second Monday January, 1897.
J. E. Umstaetter,	Pittsburgh, Pa.,	Second Monday January, 1897.
J. F. Mansfield,	Beaver, Pa.,	Second Monday January, 1897.
C. W. Bray,	Lisbon, Ohio,	Second Monday January, 1897.
N. B. Billingsley,	Lisbon, Ohio,	Second Monday January, 1897.
R. W. Taylor,	Lisbon, Ohio,	Second Monday January, 1897.
C. H. Smith,	Lisbon, Ohio,	Second Monday January, 1897.

Date of last meeting of stockholders for election of directors: Second Monday January, 1896.

Postoffice address of general office: Lisbon, Ohio.

Postoffice address of operating office: Lisbon, Ohio.

OFFICERS.

Title.	Name.	Location of Office.
Receiver,	C. H. Smith,	Lisbon, Ohio.
President,	F. M. Lockwood,	New York, N. Y.
Secretary,	N. B. Billingsley,	Lisbon, Ohio.
Treasurer,	H. M. Curtis,	New York, N. Y.
Attorney, or General Counsel,	R. W. Taylor,	Lisbon, Ohio.
Auditor,	K. E. Baringer,	Lisbon, Ohio.
General Manager,	C. H. Smith,	Lisbon, Ohio.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road operated.
Pittsburgh, Marion and Chicago Railway.	New Galilee, Pa., ...	Lisbon, O., ...	25.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,479,636 93	Capital stock, ...	$500,000 00
Cost of equipment, ...	46,212 65	Funded debt, ...	896,000 00
Cash and current assets, ...	9,446 36	Current liabilities, ...	121,675 69
		Profit and loss, ...	16,620 28
Grand total, ...	$1,534,295 94	Grand total, ...	$1,534,295 94

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, rates ten to fifteen per cent. per cwt.

United States mails, usual terms.

The Western Union Telegraph Company and this company own telegraph line jointly. The former receives all revenue.

PITTSBURG, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868 which is a supplementary act of February 19, 1849.

If a consolidated company, name the constituent companies: Pittsburgh, McKeesport and Youghiogheny Railroad Company, and McKeesport and Belle Vernon Railroad Company.

Operated by Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
C. Vanderbilt, ...	New York, N. Y., ...	January 26, 1897.
W. K. Vanderbilt, ...	New York, N. Y., ...	January 26, 1897.
H. McK. Twombly, ...	New York, N. Y., ...	January 26, 1897.
James Tillinghast, ...	Buffalo, N. Y., ...	January 26, 1897.
D. W. Caldwell, ...	Cleveland, Ohio, ...	January 26, 1897.
H. Hice, ...	Beaver, Pa., ...	January 26, 1897.
M. N. Watson, ...	Pittsburgh, Pa., ...	January 26, 1897.
James M. Bailey, ...	Pittsburgh, Pa., ...	January 26, 1897.
J. M. Schoonmaker, ...	Pittsburgh, Pa., ...	January 26, 1897.

Date of last meeting of stockholders for election of directors: January 28, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Reed,	Pittsburgh, Pa.
Vice President,	H. McK. Twombly,	New York, N. Y.
Secretary and Treasurer,	John G. Robinson,	Pittsburgh, Pa.
Auditor,	C. H. Bronson,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of Line.
	From—	To—		
Pittsburgh, McKeesport and Youghiogheny Railroad.	Pittsburgh,	New Haven,	Pittsburgh & Lake Erie R. R.,	56.95
Monongahela division,	Reynoldton,	Belle Vernon,	Pittsburgh & Lake Erie R. R.,	27.53
Elwell Run branch,	Whitsett,	Coal Mine,	Pittsburgh & Lake Erie R. R.,	5.01
Dickerson Run branch,	Dickerson Run,	Vanderbilt,	Pittsburgh & Lake Erie R. R.,	4.47
Fayette City,	Belle Vernon,	Fayette City,	Pittsburgh & Lake Erie R. R.,	2.48
Dawson, Broad and Mt. Pleasant branch,			Pittsburgh & Lake Erie R. R.,	.62
Broadford branch,			Pittsburgh & Lake Erie R. R.,	.41
Tyrone branch,			Pittsburgh & Lake Erie R. R.,	.23
West Youghiogheny branch,			Pittsburgh & Lake Erie R. R.,	.19
Youghiogheny Northern.			Pittsburgh & Lake Erie R. R.,	1.92
Total mileage,				99.81

Leased January 1, 1884, for 999 years, from August 3, 1881, by the Pittsburgh and Lake Erie, Railroad Company, that company and the Lake Shore and Michigan Southern Railway Company guaranteeing six per cent. interest on bonds and six per cent. dividends on stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$7,326,603 21	Capital stock,	$3,959,650 00
Cost of equipment,	383,046 79	Funded debt,	3,750,000 00
Grand total,	$7,709,650 00	Grand total,	$7,709,650 00

IMPORTANT CHANGES DURING THE YEAR.

The Fayette City Branch, from Belle Vernon to Fayette City, 2.48 miles, was opened for traffic November 24, 1895. Twenty-seven miles of the Monongahela division was taken for Fayette City branch.

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

United States Government Postoffice Department based on a rate per mile.

Western Union Telegraph Company: Contract made May 1, 1884. Telegraph company to furnish poles, wires and insulators, etc., and railroad company to set poles and collect charges on commercial messages.

Agreement made July 8, 1894, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies and William H. Vanderbilt, providing for an increase of the bonds and stocks of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Digitized by Google

Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburgh and Connellsville Railroad Company to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the West Youghiogheny branch of the Pittsburgh and Connellsville Railroad to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern Railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the Pittsburgh, McKeesport and Youghiogheny Railroad to the Pittsburgh and Lake Erie Railroad Company.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny Railroad.

Agreement dated January 26, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad in the interest of the two said companies.

Agreement dated October 7, 1886, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

PITTSBURGH AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.
Under laws of what government or state organized: Commonwealth of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address	Date of Expiration of Term.
J. H. Sanford,	Carnegie, Pa.,	January 16, 1897.
N. F. Sanford,	Carnegie, Pa.,	January 16, 1897.
C. S. Wilcox,	Hamilton, Ontario,	January 16, 1897.
J. S. Casement,	Painesville, Ohio,	January 16, 1897.
C. W. Hitchcock,	Cleveland, Ohio,	January 16, 1897.

Date of last meeting of stockholders for election of directors: January, 1896.
Postoffice address of general office: Moon Run, Pa.
Postoffice address of operating office: Moon Run, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	P. M. Hitchcock,	Moon Run, Pa.
Vice President,	N. F. Sanford,	Moon Run, Pa.
Secretary and Treasurer,	C. W. Hitchcock,	Moon Run, Pa.
General Manager,	N. F. Sanford,	Moon Run, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburgh and Moon Run Railroad, ...	Groveton, Pa., ...	Moon Run, Pa., ...	5.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$168,557 07	Capital stock, ...	$100,000 00
Cost of equipment, ...	11,900 00	Funded debt, ...	100,000 00
Cash and current assets, ...	158 76	Current liabilities, ...	34,653 98
Profit and loss, ...	54,038 15		
Grand total, ...	$234,653 98	Grand total, ...	$234,653 98

PITTSBURG AND NORTHERN RAILROAD COMPANY.

Date of organization: May, 1881.
Under laws of what government or state organized: General railroad law.
If a consolidated company, name the constituent companies: Pittsburgh and Northern Railroad Company, lessee of Evergreen Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Solon Humphreys, ...	New York, N. Y., ...	January 11, 1897.
W. H. Singer, ...	Allegheny, Pa., ...	January 11, 1897.
J. V. Patten, ...	Pittsburgh, Pa., ...	January 11, 1897.
J. B. Washington, ...	Pittsburgh, Pa., ...	January 11, 1897.
W. H. Duffell, ...	Pittsburgh, Pa., ...	January 11, 1897.
J. L. Kirk, ...	Allegheny, Pa., ...	January 11, 1897.
R. Finney, Jr., ...	Allegheny, Pa., ...	January 11, 1897.
T. J. Crump, ...	Allegheny, Pa., ...	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Allegheny, Pa.
Postoffice address of operating office, Allegheny, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	H. W. Oliver, ...	Allegheny, Pa.
Secretary, ...	T. J. Crump, ...	Allegheny, Pa.
Treasurer, ...	W. H. Duffell, ...	Allegheny, Pa.
General Superintendent, ...	J. V. Patten, ...	Allegheny, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburgh and Northern Railroad and Evergreen Railway.	Bennett, Pa., ...	Brookfield, Pa., ...	3.30

The Pittsburgh and Northern Railroad (and Evergreen Railway) extends from Bennett to Brookfield, both in Allegheny county, is a suburban road and has no traffic arrangements with any other company, nor track connections with any other road.

The business is exclusively local and stock is owned by the Pittsburgh and Western Railway Company and is under the management of that company.

This report includes the Evergreen Railway, which is operated as a portion of the Pittsburgh and Northern Railroad.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$150,000 00	Capital stock, ...	$150,000 00
Profit and loss, ...	57,368 56	Current liabilities, ...	57,368 56
Grand total, ...	$207,368 56	Grand total, ...	$207,368 56

PITTSBURGH, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

Date of organization: The Pittsburgh, Shenango and Lake Erie Railroad Company (the fifth of the same name), was formed under agreement dated March 27, 1893, filed in Pennsylvania, April 28, and in Ohio, May 18, consolidating the Pittsburgh, Shenango and Lake Erie Railroad Company (4), the Conneaut Terminal Railroad Company and the Erie Terminal Railroad Company, under the following acts of Assembly of Pennsylvania: Act approved March 24, 1865, P. L., page 49, and act approved April 26, 1870, P. L., page 1274, and under authority of sections 3379 to 3392, both inclusive, of the revised statutes of the state of Ohio.

The Pittsburgh, Shenango and Lake Erie Railroad Company (4), was formed under agreement dated August 27, 1890, filed in Pennsylvania and Ohio in October, 1890, consolidating the Pittsburgh, Shenango and Lake Erie Railroad Company (3), and the Pittsburgh, Butler and Shenango Railroad Company under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (3), was formed June 9, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (2), and the North Eastern Ohio Railroad Company, under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (2), was organized June 8, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (1) and the Erie, Shenango and Pittsburgh Railway Company, under authority of the said acts of Assembly of Pennsylvania, approved March 24, 1865.

The Pittsburgh, Shenango and Lake Erie Railroad Company (1) was organized on February 23, 1888, by a reorganization of the Shenango and Allegheny Railroad Company under act of Assembly of Pennsylvania, approved May 25, 1878, after judicial sale under decree of the circuit court of the United States for the Western district of Pennsylvania.

Digitized by Google

The Conneaut Terminal Railroad Company, one of the constituent companies, was organized November 18, 1892, under sections 3235 to 3238, both inclusive, of the revised statutes of the State of Ohio.

The Erie Terminal Railroad Company, one of the constituent companies, was organized May 18, 1891, under the act of Assembly of Pennsylvania, approved April 4, 1868, P. L., page 62.

The Pittsburgh, Butler and Shenango Railroad Company was organized in February, 1889, under said act of Assembly of Pennsylvania, approved May 25, 1878, by a reorganization of the West Penn and Shenango Connecting Railroad Company after a judicial sale under decree of the court of common pleas of Mercer county, Pennsylvania.

The West Penn and Shenango Connecting Railroad Company (formerly called the Connoquenessing Valley Railroad Company), was organized May 3, 1881, under said act of Assembly of Pennsylvania, approved April 4, 1868.

The North Eastern Ohio Railroad Company was organized under the general railroad law of Ohio, on February 16, 1888.

The Erie, Shenango and Pittsburgh Railway Company was formed by the reorganization of the Ohio River and Lake Erie Railroad Company under said act of Assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company was organized under said act of Assembly of Pennsylvania, approved April 4, 1868.

The Shenango and Allegheny Railroad Company, formerly the Bear Creek Railroad Company (name changed by the Legislature, approved April 9, 1867), was organized under act of Assembly of Pennsylvania, approved March 20, 1865, pages 429 and 430, and its supplements, as follows: (1) Approved April 9, 1867, P. L. 1867, pages 984 and 985; (2) Approved April 14, 1870, P. L. 1871, page 1516; (3) Approved May 15, 1871, P. L. 1871, pages 871 and 872; (4) Approved March 7, 1872, P. L. 1873, page 1012.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel B. Dick,	Meadville, Pa.,	First Tuesday April, 1897.
Arthur C. Huldekoper,	Meadville, Pa.,	First Tuesday April, 1897.
John Dick,	Meadville, Pa.,	First Tuesday April, 1897.
John E. Reynolds,	Meadville, Pa.,	First Tuesday April, 1897.
William S. Rose,	Meadville, Pa.,	First Tuesday April, 1897.
Thomas H. Wells,	Youngstown, Ohio,	First Tuesday April, 1897.
Allen M. Cox,	Conneaut, Ohio,	First Tuesday April, 1897.
W. C. Culbertson,	Girard, Pa.,	First Tuesday April, 1897.
Charles D. Marvin,	New York, N. Y.,	First Tuesday April, 1897.
Dumont Clarke,	New York, N. Y.,	First Tuesday April, 1897.
Schuyler Quackenbush,	New York, N. Y.,	First Tuesday April, 1897.

Date of last meeting of stockholders for election of directors: April 7, 1896.

Postoffice address of general office: Meadville, Pa.

Postoffice address of operating office: Meadville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel B. Dick,	Meadville, Pa.
Vice President,	Arthur C. Huldekoper,	Meadville, Pa.
Secretary,	D. Hum, Jr.,	Meadville, Pa.
Treasurer,	Daniel Moore,	Meadville, Pa.
Auditor,	D. Hum, Jr.,	Meadville, Pa.
General Manager,	James Blair,	Greenville, Pa.
Chief Engineer,	George W. Sykes,	Greenville, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main line,	Butler, Pa.,	Wallace Junc., Pa.,	106.70
Hilliard branch,	Branchton, Pa.,	Hilliard, Pa.,	10.30
Coaltown branch,	Coaltown Junc., Pa.,	Coaltown, Pa.,	2.40
Bull Valley branch,	Near Roy, Pa.,	Argentine, Pa.,	3.20
South branch,	Branchton, Pa.,	Gomersol & Chisholm,	5.10
Reed and Morris branch,	Reed, Pa.,	Coal Mines, Pa.,	2.20
Enterprise branch,	Reed, Pa.,	Coal Mines, Pa.,	1.50
Mercer branch,	Mercer Junction, Pa.,	Mercer, Pa.,	.80
Filer branch,	Filer, Pa.,	Coal Mines, Pa.,	1.70
Mount Rock branch,	Mount Rock,	Stone Quarry,	1.00
Conneaut branch,	Cranesville, Pa.,	Conneaut Harbor, O.,	14.40
Erie branch,	Cascade, Pa.,	Erie, Pa.,	2.16
Total main line and branches,			151.46
Meadville, Conneaut Lake and Linesville Railroad Leased.			
Main line,	Meadville, Pa.,	Linesville, Pa.,	20.50
Exposition branch,	Lyness Junc., Pa.,	Exposition, Pa.,	1.20
Vallonia branch,	Meadville, Pa.,	Race Track,	1.05
Trackage Rights.			
New York, Chicago and St. Louis Railroad.	Wallace Junc., Pa.,	Cascade, Pa.,	12.40
Pittsburgh and Western Railway,	C. & W. Junc., Pa.,	Butler, Pa.,	.50
Total mileage,			187.11

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$8,717,444 58	Capital stock,	$4,800,000 00
Cost of equipment,	1,310,362 58	Funded debt,	4,354,657 51
Stocks owned,	50,000 00	Current liabilities,	1,321,421 65
Bonds owned,	39,800 00	Accrued interest on funded debt not yet payable,	37,500 00
Cash and current assets,	401,035 45	Profit and loss,	19,903 02
Other assets: Materials and supplies,	14,479 60		
Grand total,	$10,533,082 19	Grand total,	$10,533,082 19

CONTRACTS, AGREEMENTS, ETC.

The Wells, Fargo and Company Express has charge of the express business, for which it pays this company forty per cent. of its gross earnings from the tranportation of express matter over this road, guaranteeing that the percentage "shall at least equal the sum of $10,000.00 per annum."

The United States mails are carried between Butler and Erie, Linesville and Meadville, Branchtown and Hilliard. The annual compensation for carrying same is fixed for four years by the weighing of mails for thirty days in advance or about the close of each quadrennial period.

No sleeping, parlor or dining room cars are run regularly on this road, and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickle Plate Line, Lackawanna Line and Traders' Dispatch (Fast Freight Line), which have since operated on the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains over the main line of the New York, Chicago and St. Louis Railroad between Wallace Junction and Cascade, Pa. (twelve and four-tenth miles), for which this company pays that company a percentage of the revenue derived from passenger business to and from Erie, Pa.

Digitized by Google

Since May 29, 1893, this company has also been running freight trains over the New York, Chicago and St. Louis Railroad between Wallace Junction and Cascade, paying that company for each loaded car.

M., C., L. & L. R. R. leased by this company for 99 years from June, 1891, for twenty-five per cent. of gross earnings.

On January 8, 1896, this company entered into an agreement with the United States and Ontario Steam Navigation Company for interchange of traffic and authorizing through billing.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

Under laws of what government or state organized: Pennsylvania, act of incorporation April 8, 1867. Supplements March 31, 1868; April 2, 1869; February 4, 1870; April 6 and 16, 1870; March 3, 1870; May 9, 1871; February 7, 1873.

If a consolidated company, name the constituent companies: Consolidated with the Brownsville Railway Company. The Brownsville Railroad Company was chartered October 6, 1875.

Consolidated with McKeesport and Whitehall Railroad Company. Pittsburgh and Whitehall Railroad Company was chartered November 9, 1882.

Consolidated with the McKeesport and Bessemer Railroad Company, the Brownsville and State Line Railroad Company and the Monongahela River and Streets Run Railroad Company November 1, 1894.

The McKeesport and Bessemer Railroad Company, articles of association filed October 29, 1888; Brownsville and State Line Railroad Company, articles of association filed February 6, 1893; Monongahela and Streets Run Railroad Company, letters patent issued January 2, 1892.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
G. B. Roberts,	Philadelphia, Pa.,	First Tuesday in May, 1897.
J. P. Green,	Philadelphia, Pa.,	First Tuesday in May, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	First Tuesday in May, 1897.
Wm. L. Elkins,	Philadelphia, Pa.,	First Tuesday in May, 1897.
A. M. Byers,	Pittsburgh, Pa.,	First Tuesday in May, 1897.
Chas. E. Speer,	Pittsburgh, Pa.,	First Tuesday in May, 1897.
W. J. Howard,	Philadelphia, Pa.,	First Tuesday in May, 1897.
G. V. Lawrence,	Monongahela City, Pa.,	First Tuesday in May, 1897.
Chas. L. Taylor,	Pittsburgh, Pa.,	First Tuesday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	First Tuesday in May, 1897.
W. A Patton,	Philadelphia, Pa.,	First Tuesday in May, 1897.
W. H. Barnes,	Philadelphia, Pa.,	First Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 5, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburgh, Virginia and Charleston Railway.	Pittsburgh, Pa.,	West Brownsville, Pa.	Pennsylvania Railroad Company.	Lease.	53.19
Branches, ...	.....	.....	.....	.....	24.14
Total mileage,	.....	.....	.....	.....	77.33

Lease to the Pennsylvania Railroad Company for 30 years from April 1, 1895. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$7,562,557 38	Capital stock, ...	$3,432,900 00
Cash and current assets, ...	133,094 99	Funded debt, ...	3,421,000 00
		Current liabilities, ...	279,083 72
		Real estate mortgages, ...	75,000 00
		Dividend scrip, ...	2,537 00
		Profit and loss, ...	475,127 65
Grand total, ...	$7,695,652 37	Grand total, ...	$7,695,652 37

IMPORTANT CHANGES DURING THE YEAR.

$400 new stock issued for dividend scrip converted.

PITTSBURG AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

Under laws of what government or state organized: Pennsylvania statutes, act April 4, 1868, P. L. 62. Act March 4, 1865, P. L. 49. Act May 5, 1878, P. L. 145. Ohio statute, sections 3360-1-2 and 3384. Revised statutes, Ohio, section 3426 A and 3426 C, Ohio laws.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Orland Smith, ...	Baltimore, Md., ...	October 19, 1896.
John W. Chalfant, ...	Allegheny, Pa., ...	October 19, 1896.
Henry W. Oliver, ...	Allegheny, Pa., ...	October 19, 1896.
A. M. Byers, ...	Allegheny, Pa., ...	October 19, 1896.
C. L. Fitzhugh, ...	Allegheny, Pa., ...	October 19, 1896.
Johns McCleaves, ...	Pittsburgh, Pa., ...	October 19, 1896.
Aubrey Pearre, ...	Baltimore, Md., ...	October 19, 1896.
E. R. Bacon, ...	New York, N. Y., ...	October 19, 1896.

Date of last meeting of stockholders for election of directors: October 21, 1895.

Postoffice address of general office: Allegheny, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Receiver,	Thos. M. King,	Allegheny, Pa.
President,	Thos. M. King,	Allegheny, Pa.
First Vice President,	Orland Smith,	Baltimore, Md.
Secretary,	T. J. Crump,	Allegheny, Pa.
Treasurer,	W. H. Duffell,	Allegheny, Pa.
General Solicitor,	Johns McCleaves,	Pittsburgh, Pa.
Attorney, or General Counsel,	Johns McCleaves,	Pittsburgh, Pa.
Comptroller,	H. D. Buckley,	Baltimore, Md.
Auditor,	J. L. Kirk,	Allegheny, Pa.
Chief Engineer,	W. T. Manning,	Baltimore, Md.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburgh and Western Railway:			
Main line owned,	Woods Run, Pa.,	N. Sewickley, Pa.,	46.10
	Rock Point, Pa.,	New Castle, Pa.,	11.00
	Callery Jc., Pa.,	Butler, Pa.,	13.90
	Butler, Pa.,	Mt. Jewett, Pa.,	126.30
Branch lines owned,	Kane Jc., Pa.,	Kane, Pa.,	1.00
	Clarion Jc., Pa.,	Clarion, Pa.,	6.20
	Frisco, Pa.,	Carothers, Pa.,	5.80
Line operated under contract:			
Pittsburgh, Cleveland and Toledo Railroad,	New Castle Jc., Pa.,	Akron, Ohio,	77.10
Pittsburgh, Painsville and Fairport Railroad,	Niles, Ohio,	Fairport, Ohio,	53.00
Ellwood and Short Line Railroad,	N. Sewickley, Pa.,	Rock Point, Pa.,	3.10
Total mileage,			343.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and cost of equipment,	$25,240,639 45	Capital stock,	$13,500,000 00
Stocks owned,	1,762,284 73	Funded debt,	14,021,649 28
Bonds owned,	1,614,133 87	Current liabilities,	3,657,533 26
Lands owned,	10,000 00	Real estate mortgages,	312,375 00
Cash and current assets,	656,034 28	Pittsburgh and Western Railway,	20,122 33
Other assets:		Pittsburgh, Cleveland and Toledo Railroad,	36,000 00
Materials and supplies,	125,460 35		
Sundries,	78,681 72		
Advances, leased and operated lines,	1,059,624 45		
Reconstruction,	36,913 85		
Profit and loss,	967,668 17		
Grand total,	$31,550,880 87	Grand total,	$31,550,880 87

IMPORTANT CHANGES DURING THE YEAR.

Under order of the United States Court, the Pittsburgh and Western Railway passed into the custody of Thomas M. King, as receiver, on March 20, 1896.

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

United States Express Company; Railroad company receives forty per cent. of gross receipts upon its lines.

Mails: Compensation fixed by United States Postoffice Department.

Pullman Palace Cars: Railroad Company pays two per cent. per mile run by cars upon its line.

Pennsylvania Railroad Company: Trackage rights.

Pittsburgh Junction Railroad receives $2.00 per car handled by them.

Baltimore and Ohio: Joint revenue, divides upon mileage basis.

Western Union Telegraph Company maintains and operates lines and has exclusive right of way.

Usual contract for use of instruments. No wires on railroad company's right of way.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

By what authority incorporated: The Pittsburgh, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the states of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, these two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburgh Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburgh Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburgh Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and New Castle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburgh Railroad Company.

On the 4th day of May, 1887, the Ashtabula and Pittsburgh Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the twentieth day of July, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company and the Astabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State of Pennsylvania July 22, 1887; Secretary of state of Ohio, July 22, 1887.

Operated by Pennsylvania Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. N. Hutchinson,	Philadelphia, Pa.,	May 21, 1897.
George B. Roberts,	Philadelphia, Pa.,	May 21, 1897.
James McCrea,	Pittsburgh, Pa.,	May 21, 1897.
Benjamin Thaw,	Pittsburgh, Pa.,	May 21, 1897.
John E. Davidson,	Pittsburgh, Pa.,	May 21, 1897.
Caleb B. Wick,	Youngstown, Ohio,	May 21, 1897.
W. S. Bonnell,	Youngstown, Ohio,	May 21, 1897.
J. G. Butler, Jr.,	Youngstown, Ohio,	May 21, 1897.
H. L. Morrison,	Ashtabula, Ohio,	May 21, 1897.
Thaddeus E. Hoyt,	Ashtabula, Ohio,	May 21, 1897.
J. Denton Hancock,	Franklin, Pa.,	May 21, 1897.

Date of last meeting of stockholders for election of directors: May 21, 1896.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John N. Hutchinson,	Philadelphia, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Pittsburgh, Youngstown and Ashtabula Railroad.	Kenwood, Pa. Alliance, O.,	Ashtabula Haven, Ohio. Niles, Ohio,	Pennsylvania Co.,	125.09

Lease is dated August 1, 1887, and continues in force subject to termination by either party on one year's written notice.

The lessee agrees to operate and maintain the road for cost of such service.

A majority of the capital stock has been owned by the lessee since July 20, 1887.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,718,341 58	Capital stock,	$3,033,341 58
Cost of equipment,	687,000 00	Funded debt,	3,062,000 00
Cash and current assets,	201,736 94	Current liabilities,	14,591 70
		Accrued interest on funded debt not yet payable,	50,516 67
		Profit and loss,	446,628 57
Grand total,	$6,607,078 52	Grand total,	$6,607,078 52

IMPORTANT CHANGES DURING THE YEAR.

Funded debt decreased $310,000.00 by the redemption of Lawrence Railroad Company bonds, August 1, 1895.

Digitized by Google

PENNSYLVANIA COMPANY, OPERATING THE PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburgh, Youngstown and Ashtabula Railroad.	Kenwood, Pa., ...	Ashtabula Harbor, O.	99.00
Alliance Branch, ...	Niles, O., ...	Alliance Junction, O.,	24.90
Canfield Branch, ...	Junction near Hazelton, O.	Youngstown Tube Work, O.	1.19
Pittsburgh, Fort Wayne and Chicago Railroad.	Alliance Junction, O.,	Alliance, O., ...	2.70
Total mileage, ...	.....	.....	127.79

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for 30 consecutive days during each quadrennial period.

Freight or Transportation Companies, or Lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates, in the proportion of the earning therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph Companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts, and pays a proportion of the expenses of the telegraph lines located on the line of the Pittsburgh, Youngstown and Ashtabula Railroad.

Other Contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Travelers Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.

Under laws of what government or state organized: State of Pennsylvania (no date).

Operated by Philadelphia and Reading Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Boyd,	Norristown, Pa.,	Second Monday in December 1896.
John Slingloff,	Norristown, Pa.,	
Geo. W. Longaker,	Norristown, Pa.,	
Michael O'Brian,	Conshohocken, Pa.,	
Richard Dale,	Philadelphia, Pa.,	
C. Howard Colket,	Philadelphia, Pa.,	

Date of last meeting of stockholders for election of directors: Second Monday in December, 1895.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Winfield S. Wilson,	Philadelphia, Pa.
Secretary and Treasurer,	W. W. Stephens,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Plymouth Railroad,	Conshohocken,	Oreland,	P. & R. R. Co.,	Lease,	8.9

The Plymouth Railroad (as a branch of the Philadelphia, Germantown and Norristown Railroad) was leased to the Philadelphia and Reading Railroad Company on the 10th day of December, 1870, for a term of 999 years; the stock has no value, and pays no dividends; all questions not answered in this report, should be returned to the "lessee."

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$286,545 19	Capital stock,	$12,050 00
		Philadelphia, Germantown and Norristown Railroad Company,	274,495 19
Grand total,	$286,545 19	Grand total,	$286,545 19

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 29th, 1881.

Under laws of what government or state organized: The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

Digitized by Google

The name of the company was changed to the Pennsylvania and Delaware Railway Company by act of Assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company and the Delaware and Pennsylvania Railroad Company were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873.

The Pennsylvania and Delaware Railway was sold under foreclosure of mortgage August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the eastern district of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pennsylvania, to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the State of Pennsylvania and Delaware, to Delaware city, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware, passed March 19, 1881, the portion of the Newark and Delaware City Railroad lying between the north line right of way of the main line of the Philadelphia, Wilmington and Baltimore Railroad and Delaware City was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore Railroad and the State line was consolidated and merged into the Pomeroy and State Line Railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Jno. P. Green,	Philadelphia, Pa.,	May 3, 1897.
Amos R. Little,	Philadelphia, Pa.,	May 3, 1897.
Wm. A. Patton,	Philadelphia, Pa.,	May 3, 1897.
Samuel Rea,	Philadelphia, Pa.,	May 3, 1897.
N. P. Shortridge,	Philadelphia, Pa.,	May 3, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	May 3, 1897.
W. H. Wilson,	Philadelphia, Pa.,	May 3, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: General office, Broad Street Station, Philadelphia, Pa.

Postoffice address of operating office: General office, Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Jno. P. Green,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Pomeroy and Newark Railroad.	Pomeroy, Pa.,...	Newark, Del.,...	Pennsylvania Railroad Company.	"A" lease,.	26.70

"A" leased to the Pennsylvania Railroad Company for the term of 99 years from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$502,056 25	Capital stock, ...	$500,000 00
Profit and loss, ...	228,261 21	Current liabilities, ...	230,317 46
Grand total, ...	$730,317 46	Grand total, ...	$730,317 46

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19th, 1857.

Under laws of what government or state organized: Pennsylvania, act of May 19th, 1857, and supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Boyd, ...	Norristown, Pa., ...	Second Monday in January, 1897.
Thos. McKean, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
D. Jones, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
Nathan Harbster, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
J. N. Hutchinson, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
W. L. Small, ...	York, Pa., ...	Second Monday in January, 1897.
B. F. Heistand, ...	Marietta, Pa., ...	Second Monday in January, 1897.
J. Lowber Welsh, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
A. J. Antelo, ...	Philadelphia, Pa.,.....	Second Monday in January, 1897.
Thos. Baumgardner, ...	Lancaster, Pa., ...	Second Monday in January, 1897.
H. L. Haldeman, ...	Chickies, Pa., ...	Second Monday in January, 1897.
A. R. Royer, ...	Denver, Pa., ...	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 12, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia.

Postoffice address of operating office: Reading Terminal, Philadelphia.

24--9--96

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.
General Superintendent,	J. A. Sweigard,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main line,	Sinking Springs, Pa.,	Columbia, Pa.,	39.50
Lancaster Branch,	Lancaster Junction,	Lancaster, Pa.,	8.00
Mt. Hope Branch,	Manheim, Pa.,	Mt. Hope, Pa.,	5.20
Reading, Marietta and Hanover Railroad Company.	Marietta Junction,	Chickies, Pa.,	6.30
Total mileage,			59.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,199,207 53	Capital stock,	$958,273 09
Cost of equipment,	245,241 18	Funded debt,	2,000,000 00
Cash and current assets,	248,638 03	Current liabilities,	1,103,954 26
Other assets:		Real estate mortgages,	12,166 67
Materials and supplies,	9,535 14	Accrued interest on funded debt not yet payable,	17,291 67
Profit and loss,	1,399,163 81		
Grand total,	$4,091,785 69	Grand total,	$4,091,785 69

CONTRACTS, AGREEMENTS, ETC.

United States mail. Rate per mile.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.
Operated by Reading and Columbia Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thos. McKean,	Philadelphia, Pa.,	First Monday in May, 1897.
John Lowber Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
Albert W. Foster,	Philadelphia, Pa.,	First Monday in May, 1897.
A. J. Antelo,	Philadelphia, Pa.,	First Monday in May, 1897.
W. G. Brown,	Philadelphia, Pa.,	First Monday in May, 1897.
Jas. M. Landis,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Reading, Marietta and Hanover Railroad Company.	Marietta Jc.,	Chickies,	Reading and Columbia.	6.30

No contract for operation.
The Reading and Columbia acquired control of the Reading, Marietta and Hanover Railroad at the reorganization, February 28, 1882, by ownership of capital stock.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,587 11	Capital stock,	$250,000 00
		Current liabilities,	82,587 11
Grand total,	$332,587 11	Grand total,	$332,587 11

Digitized by Google

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: December 13, 1883.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
Adrian Iselin, Jr.,	New York, N. Y.	W. W. Ames,	Ridgway, Pa.
Walter G. Oakman,	New York, N. Y.	J. H. Hocart,	New York, N. Y.
C. O. D. Iselin,	New York, N. Y.	Joseph Lee,	New York, N. Y.,
C. H. McCauley,	Ridgway, Pa.	J. M. Grosh,	Ridgway, Pa.
Aurthur G. Yates,	Rochester, N. Y.	J. M. Troxell,	Ridgway, Pa.
John G. Whitmore,	Ridgway, Pa.	W. H. Holaday,	Ridgway, Pa.

Date of last meeting of stockholders for election of directors: June 16, 1896.
Postoffice address of general office: Reynoldsville, Pa.
Postoffice address of operating office: Reynoldsville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Lucius W. Robinson,	Reynoldsville, Pa.
Vice President,	Arthur G. Yates,	Rochester, N. Y.
Secretary,	John G. Whitmore,	Ridgway, Pa.
Treasurer,	John F. Dinkey,	Rochester, N. Y.
Auditor,	John F. Dinkey,	Rochester, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Reynoldsville and Falls Creek Railroad,	Fall Creek, Pa.,	Rathmel, Pa.,	14.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$313,978 68	Capital stock,	$170,000 00
Cost of equipment,	26,621 32	Funded debt,	170,000 00
Cash and current assets,	3,492 51	Current liabilities,	183 11
Profit and loss,	1,790 60	Accrued interest on funded debt not yet payable,	5,100 00
Grand total,	$345,283 11	Grand total,	$345,283 11

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Freight transportation arrangement with the Falls Creek Railroad Company over their line (3 miles).

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882.

Under laws of what government or state organized: Under general law of State of Pennsylvania, approved April 4, 1868, and the several supplements thereto.

If a consolidated company, name the constituent companies: Not consolidated.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel Rea,	Philadelphia, Pa.,	First Tuesday in February, 1897.
John P. Green,	Philadelphia, Pa.,	First Tuesday in February, 1897.
Wm. H. Barnes,	Philadelphia, Pa.,	First Tuesday in February, 1897.
G. B. Roberts,	Philadelphia, Pa.,	First Tuesday in February, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	First Tuesday in February, 1897.
Geo. Wood,	Philadelphia, Pa.,	First Tuesday in February, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	First Tuesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 4, 1896.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Fred'k W. Schwarz,	Philadelphia, Pa.
Treasurer,	J. S. Vanzandt,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ridgway and Clearfield Railroad Company.	Ridgway, Pa.,	Falls Creek, Pa.	The Pennsylvania Railroad Co.	Lease,	27.23

Lease to the Pennsylvania Railroad Company dated November 1, 1894, for fifty years from said date. Rental equal to 5 per cent. per annum on bonded debt and taxes, and 6 per cent. per annum on capital stock, if earned.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$987,503 20	Capital stock,	$491,000 00
Cash and current assets,	13,147 36	Funded debt,	491,000 00
		Profit and loss,	18,650 56
Grand total,	$1,000,650 56	Grand total,	$1,000,650 56

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

Under laws of what government or state organized: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
G. B. Roberts,	Philadelphia, Pa.,	March 23, 1897.
N. P. Shortridge,	Wynewood, Pa.,	March 23, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	March 23, 1897.
Frank Thomson,	Philadelphia, Pa.,	March 23, 1897.
Amos R. Little,	Philadelphia, Pa.,	March 23, 1897.
W. H. Barnes,	Philadelphia, Pa.,	March 23, 1897.
Samuel Rea,	Philadelphia, Pa.,	March 23, 1897.
Alexander M. Fox,	Philadelphia, Pa.,	March 23, 1897.

Date of last meeting of stockholders for election of directors: March 24, 1896.

Postoffice address of general office: Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles E. Pugh,	Philadelphia, Pa
Secretary and Treasurer,	James R. McClure,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
River Front Railroad Company.	Lehigh avenue,	Callowhill st.,	Penna. R. R. Co.,	Lease,	2.77
River Front Railroad Company.	Callowhill st.,	Dock street,	Penna. R. R. Co.,		.85
River Front Railroad Company.	Canal street,	Laurel street,	Penna. R. R. Co.,		.24
Total mileage,					3.86

Leased to the Pennsylvania Railroad Company for the term of 50 years, from and after May 1, 1882, at a rental of $23,000 per annum, and from and after January 1, 1894, a rental of $28,000 per annum is to be paid.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$600,391 31	Capital stock,	$300,000 00
Cash and current assets,	30,450 26	Funded debt,	300,000 00
Other assets:		Profit and loss,	34,841 59
Sinking fund,	4,000 00		
Grand total,	$634,841 59	Grand total,	$634,841 59

ROCHESTER, BEAVER FALLS AND WESTERN RAILROAD COMPANY.

Date of organization: March 27, 1889.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplement, June 8, 1874.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James McCrea,	Pittsburgh, Pa.,	Directors hold office until their successors shall have been elected.
J. T. Brooks,	Pittsburgh, Pa.,	
J. J. Brooks,	Pittsburgh, Pa.,	
John W. Renner,	Pittsburgh, Pa.,	
Thomas Bodd,	Pittsburgh, Pa.,	
L. L. Gilbert,	Pittsburgh, Pa.,	
F. Slataper,	Pittsburgh, Pa.,	
S. C. Scott,	Pittsburgh, Pa.,	

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	John E. Davidson,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Rochester, Beaver Falls and Western Railway.	Beaver Falls, Pa.		Pennsylvania Co.,	Stock ownership.	.55

The Pennsylvania company controls the road through ownership of stock. It operates and maintains the road for cost of such service.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$48,125 76	Capital stock,	$75,000 00
Due on capital stock,	26,874 24	Profit and loss,	1,370 51
Cash and current assets,	1,370 51		
Grand total,	$76,370 51	Grand total,	$76,370 51

PENNSYLVANIA COMPANY, OPERATING THE ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Rochester, Beaver Falls and Western Railway.	Junction with P., Ft. W. & C. R'y at Ninth street, Beaver Falls, Pa.	Sixth avenue, Beaver Falls, Pa.	.55

Digitized by Google

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. B. Scott,	Philadelphia, Pa.,	First Monday in May, 1897.
W. A. Church,	Philadelphia, Pa.,	First Monday in May, 1897.
W. R. Taylor,	Philadelphia, Pa.,	First Monday in May, 1897.
W. G. Brown,	Philadelphia, Pa.,	First Monday in May, 1897.
James W. Landis,	Philadelphia, Pa.,	First Monday in May, 1897.
Charles Heebner,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Rupert and Bloomsburg Railroad,	Rupert, Pa.,	Bloomsburg, Pa.,	1.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$60 961 87	Capital stock,	$50,000 00
Cash and current assets,	21 091 26	Current liabilities,	38,325 75
Profit and loss,	6,272 73		
Grand total,	$88,325 75	Grand total,	$88 325 75

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

Tracks of Bloomsburg Belt Railroad taken up.

CONTRACTS, AGREEMENTS, ETC.

United States government, rate per mile for mails.

SAINT MARY'S AND SOUTHWESTERN RAILROAD COMPANY.

Date of organization: June 19, 1893.
Under laws of what government or state organized: General railroad law of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
B. Frank Hall,	St. Mary's, Pa.,	Second Monday January, 1897.
Andrew Kane,	St. Mary's, Pa.,	Second Monday January, 1897.
J. K. P. Hall,	St. Mary's, Pa.,	Second Monday January, 1897.
G. C. Simons,	St. Mary's, Pa.,	Second Monday January, 1897.
B. E. Wellendorf,	St. Mary's, Pa.,	Second Monday January, 1897
John Kane,	St. Mary's, Pa.,	Second Monday January, 1897.
W. H. Hyde,	Ridgway, Pa.,	Second Monday January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: St. Mary's, Pa.
Postoffice address of operating office: St. Mary's, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	B. Frank Hall,	St. Mary's, Pa.
Vice President,	J. K. P. Hall,	St. Mary's, Pa.
Secretary,	J. K. P. Hall,	St. Mary's, Pa.
Treasurer,	G. C. Simon,	St. Mary's, Pa.
General Solicitor,	Harry Alvin Hall,	Ridgway, Pa.
Attorney, or General Counsel,	Harry Alvin Hall,	Ridgway, Pa.
Auditor,	L. P. Snyder,	St. Mary's, Pa.
General Manager,	Andrew Kaul,	St. Mary's, Pa.
Chief Engineer,	B. E. Wellendorf,	St. Mary's, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line (for each road named)
	From—	To—	
St. Mary's and South Western Railroad Company.	St. Mary's, Pa.,	Hydes, Pa.,	21.12

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$304,911 66	Capital stock,	$300,000 00
Cost of equipment,	111,560 57	Current liabilities,	95,420 26
Cash and current assets,	96,309 61	Profit and loss,	117,391 58
Grand total,	$512,811 84	Grand total,	$512,811 84

CONTRACTS, AGREEMENTS, ETC.

Contract with the Adams Express Company for carrying express. This is their regular, or usual contract for that purpose.

SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.

Under laws of what government or state organized: Salisbury and Baltimore Railroad Company, State of Pennsylvania, act of April 8, 1861. Reorganized as the Salisbury Railroad Company, May 8, 1875.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles F. Foster,	Chicago, Ill.,	First Monday May, 1897.
C. B. Clark,	Pittsburgh, Pa.,	First Monday May, 1897.
Willis L. King,	Pittsburgh, Pa.,	First Monday May, 1897.
C. R. Hubbard,	Wheeling, W. Va.,	First Monday May, 1897.
Francis Burns,	Baltimore, Md.,	First Monday May, 1897.
W. J. Chapman,	Baltimore, Md.,	First Monday May, 1897.
J. M. Schoonmaker,	Pittsburgh, Pa.,	First Monday May, 1897.
M. B. Cutter,	Pittsburgh, Pa.,	First Monday May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Block,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line.
Salisbury Railroad Company.	Salisbury Junction, Pa.	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60
Grassy Run Extension,	Grassy Run Junction, Pa.	Co-operative Mines, Pa.	Baltimore and Ohio Railroad Company.	2.00
Hocking Extension,	Hocking Junction, Pa.	Hamilton Mines, No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10
Total mileage,				11.70

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company; which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$264,663 78	Capital stock,	$117,987 50
Cost of equipment,	11,840 72	Funded debt,	150,000 00
Cash and current assets,	3,808 16	Current liabilities,	35 00
		Profit and loss,	12,289 16
Grand total,	$280,312 66	Grand total,	$280,312 66

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.

Under laws of what government or state organized: Pennsylvania, April 8, 1861; April 4, 1868; March 29, 1871; April 22, 1873.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John Lowber Welsh,	Philadelphia, Pa.,	First Monday in May, 1897.
A. J. Antelo,	Philadelphia, Pa.,	First Monday in May, 1897.
Thomas McKean,	Philadelphia, Pa.,	First Monday in May, 1897.
James M. Landis,	Philadelphia, Pa.,	First Monday in May, 1897.
Frank P. Lauer,	Philadelphia, Pa.,	First Monday in May, 1897.
Albert Foster,	Philadelphia, Pa.,	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill and Lehigh Railroad Company.	Reading, Pa.,	Slatington, Pa.,	P. & R. R. Co.,	Lease,	44.

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May 1, 1883. Lessee pays all expenses of operation and meets all financial obligations of the Schuylkill and Lehigh Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,075,052 29	Capital stock,	$50,000 00
		Funded debt,	1,000,000 00
		Current liabilities,	25,052 59
Grand total,	$1,075,052 29	Grand total,	$1,075,052 59

SCHUYLKILL AND LEHIGH VALLEY RAIROAD COMPANY.

Date of organization: October 9, 1886.

Under laws of what government or state organized: Pennsylvania, act of April 4, 1868, and supplements thereto.

Operated by Lehigh Valley Railroad.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Charles Hartshorne,	Philadelphia, Pa.,	January, 1897.
Robert H. Sayre,	South Bethlehem, Pa.,	January, 1897.
John B. Garrett,	Philadelphia, Pa.,	January, 1897.
Joseph C. Bright,	Pottsville, Pa.,	January, 1897.
Robert P. Linderman,	South Bethlehem, Pa.,	January, 1897.
Guy E. Farquhar,	Pottsville, Pa.,	January, 1897.
Calvin E. Brodhead,	Flemington, N. J.,	January, 1897.
Henry S. Drinker,	Philadelphia, Pa.,	January, 1897.
John S. Wentz,	Mauch Chunk, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia, Pa.
Secretary and Treasurer,	David G. Baird,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill and Lehigh Valley Railroad.	Lizard Creek Junction.	Blackwood,	Lehigh Valley Railroad.	Stock ownership.	39.57
Sundry branches,	Various,	Various,			2.69
Total,					42.26

The Lehigh Valley Railroad Company owns the entire capital stock of the Schuylkill and Lehigh Valley Railroad Company, and the road is operated as part of the Lehigh Valley system.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,000,000 00	Capital stock,	$2,000,000 00
		Funded debt,	2,000,000 00
Grand total,	$4,000,000 00	Grand total,	$4,000,000 00

SCHUYKILL RIVER EAST SIDE RAILROAD COMPANY.

Date of organization: July 14, 1883.

Under laws of what government or state organized: Incorporated under the general laws of the Commonwealth of Pennsylvania, of April 4, 1868.

If a consolidated company, name the constituent companies: Schuylkill River, East Side Railroad Company and Philadelphia, Newtown and Chester Railroad Company, May 19, 1886 filed with the Secretary of the Commonwealth May 21, 1886.

Operated by Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas M. King,	Pittsburgh, Pa.,	December 12, 1896.
J. B. Washington,	Pittsburgh, Pa.,	December 12, 1896.
Jno. W. Garrett,	Baltimore, Md.,	December 12, 1896.
R. L. Ashurst,	Philadelphia, Pa.,	December 12, 1896.
Sidney F. Tyler,	Philadelphia, Pa.,	December 12, 1896.
C. C. F. Bent,	Philadelphia, Pa.,	December 12, 1896.
George J. Lincoln,	Philadelphia, Pa.,	December 12, 1896.

Date of last meeting of stockholders for election of directors: December 11, 1895.
Postoffice address of general office: No. 2400 Chestnut street, Philadelphia.
Postoffice address of operating office: Baltimore, Md.

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas M. King,	Pittsburgh, Pa.
Secretary and Assistant Treasurer,	Theo. Frothingham,	Philadelphia, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.
General Attorney,	H. L. Bond, Jr.,	Baltimore, Md.
Auditor (General),	G. W. Booth,	Baltimore, Md.
General Manager,	W. W. Greene,	Baltimore, Md.
Chief Engineer,	W. T. Manning,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Schuylkill River, East Side Railroad.	Philadelphia & Reading Junction, Pa.	Park Junction, Pa.	Baltimore and Ohio Railroad Company.	3.80
Point Breeze branch,	Jackson street, Philadelphia.	Point Breeze, Pa.	Baltimore and Ohio Railroad Company.	.40
Snyder avenue branch,	Morris street, Philadelphia.	Snyder avenue, Philadelphia.	Baltimore and Ohio Railroad Company.	.40
Delaware branch,	East Side, Philadelphia.	Reed street, Philadelphia.	Baltimore and Ohio Railroad Company.	5.40
Stock Yard branch,	Stock Yard Jc., Philadelphia.	Stock Yard,	Baltimore and Ohio Railroad Company.	.50
Oregon avenue extension	Swanson street Philadelphia.	Salt Works, Philadelphia.	Baltimore and Ohio Railroad Company.	.30
Total mileage,				11.00

Operated under contract of November 6, 1885, between the Schuylkwill River, East Side, Railroad, the Baltimore and Ohio Railroad Company, the Baltimore and Philadelphia Railroad and the Philadelphia and Reading Railroad. The Schuylkill River, East Side, Railroad Company receiving an arbitrary as rental, from which is paid interest on bonds.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,000,000 00	Capital stock,	$4,500,000 00
Cash and current assets,	291,754 15	Funded debt,	4,500,000 00
		Profit and loss,	291,754 15
Grand total,	$9,291,754 15	Grand total,	$9,291,754 15

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885. Operated by the Baltimore and Ohio Railroad Company in connection with the Philadelphia and Reading Railroad Company.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

Under laws of what government or state organized: State of Pennsylvania, act approved March 20, 1827.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo,	Reading Terminal, Philadelphia,	December, 1896.
James Boyd,	Reading Terminal, Philadelphia,	December, 1896.
Theo. Voorhees,	Reading Terminal, Philadelphia,	December, 1896.
W. R. Taylor,	Reading Terminal, Philadelphia,	December, 1896.
D. Jones,	Reading Terminal, Philadelphia,	December, 1896.
J. M. Landis,	Reading Terminal, Philadelphia,	December, 1896.

Date of last meeting of stockholders for election of directors: December 30, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Reading Terminal, Philadelphia.
Secretary,	W. R. Taylor,	Reading Terminal, Philadelphia.
Treasurer,	W. A. Church,	Reading Terminal, Philadelphia.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what Kind of Contract operated.	Miles of line.
Schuylkill Valley Navigation and Railroad Co.	Port Carbon, ..	Reevesdale, ...	Philadelphia and Reading Railroad Company.	Lease, ...	11.00

The Schuylkill Valley Navigation and Railroad Company was leased to the Philadelphia and Reading Railroad Company on July 25, 1861, for a term of 999 years, at an annual rental of $29,450 and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$576,840 94	Capital stock, ...	$576,050 00
Cash and current assets, ...	1,224 97	Current liabilities, ...	14,833 55
Six months' rent, ...	14,725 00	Profit and loss, ...	1,907 36
Grand total, ...	$592,790 91	Grand total, ...	$592,790 91

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 12, 1882.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Antelo, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
J. E. Sinnott, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
John Lowber Welch, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
D. Jones, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Theo. Voorhees, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
Thos. McKean, ...	Philadelphia, Pa., ...	Second Monday in January, 1897.
James Boyd, ...	Norristown, Pa., ...	Second Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

25--9--96

Digitized by Google

OFFICERS.

Title.	Name.	Location of office.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Shamokin, Sunbury and Lewisburg Railroad.	Shamokin, Pa.,	West Milton, Pa.	Philadelphia and Reading Railroad Company.	Lease,	21.18

Leased to the Philadelphia and Reading Railroad Company for 999 years from July 2, 1882. Lessee pays all expenses of operation, and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,382,529 32	Capital stock,	$2,000,000 00
Cash and current assets,	617,470 68	Funded debt,	2,000,000 00
Grand total,	$4,000,000 00	Grand total,	$4,000,000 00

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.
Under laws of what government or State organized: Pennsylvania, act of March 25, 1858.
Operated by Northern Central Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
A. J. Cassatt,	Philadelphia, Pa.,	May 3, 1897.
John P. Green,	Philadelphia, Pa.,	May 3, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	May 3, 1897.
Chas. Pugh,	Philadelphia, Pa.,	May 3, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	May 3, 1897.
John N. Hutchinson,	Philadelphia, Pa.,	May 3, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of office.
President,	G. B. Roberts,	Philadelphia, Pa.
Secretary,	Stephen W. White,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Shamokin Valley and Pottsville Railroad.	Sunbury, Pa.	Mt. Carmel, Pa.	Northern Central Railway Company.	Lease,	27.50
Branch,					2.28
Total mileage,					29.78

Road and coal lands leased for 999 years from February 27, 1863, to the Northern Central Railway Company.

Rental equivalent to 7 per cent. per annum, interest on bonds 6 per cent. dividend on stock, and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,248,050 00	Capital stock,	$869,450 00
Stocks owed,	3,334 01	Funded debt,	2,000,000 00
Lands owned,	1,667,908 40	Current liabilities,	72,263 15
Cash and current assets,	72,545 96	Profit and loss,	16,125 22
Grand total,	$2,951,838 37	Grand total,	$2,951,838 37

SHARON RAILWAY COMPANY.

Date of organization: July 16, 1873.

Under laws of what government or state organized: Under the act of General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868; and by consolidation possesses the franchises, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, by act June 2, 1870."

If a consolidated company, name the constituent companies: The Sharon Railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company.

Operated by the Erie Railroad Company under lease or other arrangement from the New York, Pennsylvania and Ohio Railroad Company, lessee.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Norman Hall,	Sharon, Pa.,	January, 1897.
P. K. Kemberly,	Sharon, Pa.,	January, 1897.
J. J. Spearman,	Sharon, Pa.,	January, 1897.
M. H. Henderson,	New Castle, Pa.,	January, 1897.
H. B. Perkins,	Warren, Ohio,	January, 1897.
Fayette Brown,	Cleveland, Ohio,	January, 1897.
Hunter Wykes,	New York, N. Y.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Sharon, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	E. A. Wheeler,	Sharon, Pa.
President,	E. A. Wheeler,	Sharon, Pa.
First Vice President,	S. Perkins,	Sharon, Pa.
Secretary,	John H. Dyner,	Cleveland, Ohio.
Treasurer,	Chas. Hall,	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Sharon Railway,	Sharon,	Pymatuning,	Erie Railroad Co.,	Lease,	7.83
Middlesex Extension.	Ferrona,	W. Middlesex,	Erie Railroad Co.,	Lease,	6.86
Sharpsville Branch,	Boyce,	Sharpsville,	Erie Railroad Co.,	Lease,	1.55
Yards and side tracks.			Erie Railroad Co.,	Lease,	10.12
Total mileage,					26.46

The lines and other property of this company are leased to the New York, Pennsylvania and Ohio Railroad Company for a term ending April 30, 1998, and the lines are operated by the Erie Railroad Company as part of its system, under lease or other arrangement from the New York, Pennsylvania and Ohio Railroad Company.

The rental is payable quarterly, and is based upon the total issue of capital stock at the rate of 6 per cent. per annum, and upon the first mortgage bonds at the rate of 5 5-8 per cent. per annum.

The lessee to pay the taxes that may be assessed.

Betterments made by the lessee are to be paid for in stock of this company at par.

Excess of income over fixed charges, dividends and expenses, to be refunded annually.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$128,576.46	Capital stock,	$164,600.00
Cash and current assets,	7,890.00	Funded debt,	164,000.00
		Profit and loss,	7,866.55
Grand total,	$136,466.55	Grand total,	$136,466.55

Digitized by Google

IMPORTANT CHANGES DURING THE YEAR.

225 shares of new stock were issued during the year to lessee, for betterments, in accordance with the provisions of contract.

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 6, 1876.

Under laws of what government or state organized: Act of April 4, 1868; act of February 17, 1876.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. B. Washington,	Pittsburgh, Pa.,	Second Monday, January, 1897.
C. K. Lord,	Baltimore, Md.,	Second Monday, January, 1897.
J. W. Renner,	Pittsburgh, Pa.,	Second Monday, January, 1897.
E. B. Taylor,	Pittsburgh, Pa.,	Second Monday, January, 1897.
M. B. Cutter,	Pittsburgh, Pa.,	Second Monday, January, 1897.
J. J. Pierce,	Sharpsville, Pa.,	Second Monday, January, 1897.
W. L. Washington,	Pittsburgh, Pa.,	Second Monday, January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Box No. 939, Pittsburgh, Pa.

Post office address of operating office: Sharpsville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. V. Patton	Pittsburgh, Pa.
First Vice President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	W. L. Washington,	Pittsburgh, Pa.
Treasurer,	J. B. Washington,	Pittsburgh, Pa.
Auditor,	S. K. Harris,	Pittsburgh, Pa.
General Manager,	J. V. Patton,	Pittsburgh, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Sharpsville Railroad,	Sharpsville,	Wilmington, Jc.,	17.00
Furnace Branch,	In borough of Sharpsville, Pa.		.92
Neshannock Branch,	Summit, Pa.,	Neshannock, Pa.,	1.06
Sharon Branch,	Sharpsville, Pa.,	Sharon, Pa.,	.75
Total mileage,			19.73

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$422,590 24	Capital stock,	$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	146,195 85
Cash and current assets,	3,567 05		
Other assets:			
Sundries,	423 62		
Profit and loss,	42,758 75		
Grand total,	$496,195 85	Grand total,	$496,195 85

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of gross receipts.
United States Government mail service, $739.57 per annum.

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1886.
Under laws of what government or state organized: An act to authorize a formation of Railroad corporations, approved April 4, 1868, and the acts supplementary thereto.
Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
O. G. Getzen-Danner,	Cleveland, Ohio,	For one year, or until their successors are elected and qualified.
J. M. McClure,	Sharon, Pa.,	
H. W. Cole,	Sharon, Pa.,	
Jas. S. Trult	Sharon, Pa.,	
Enoch Filer,	Sharon, Pa.,	
Joseph Forker,	Sharon, Pa.,	
F. H. Buhl,	Sharon, Pa.,	
John Phillips,	Sharon, Pa.,	
Daniel P. Eells,	Cleveland, Ohio,	

Date of last meeting of stockholders for election of directors: January 14, 1896.
Postoffice address of general office: Sharon Pa.
Postoffice address of operating office: Cleveland, Ohio.

OFFICERS.

Title.	Name.	Location of Office.
President,	Daniel P. Eells,	Cleveland, Ohio.
Secretary and Treasurer,	O. P. Getzen-Danner,	Cleveland, Ohio.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Shenango Valley Railroad, ...	Sharon, Pa., ...	Ohio State Line,.....	1.95

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Under acts of October 1, 1889, the capital stock and outstanding liabilities of the Shenango Valley Railway Company were purchased by the Mahoning Coal Railroad Company, and the contract in perpetuity was entered into between said companies, giving said Mahoning Coal Railroad Company possession of all the properties of the said Shenango Valley Railroad Company, and the right to collect, receive and retain all income and revenue to be derived from operating said Shenango Valley Company's road.

The Mahoning Coal Railroad Company to pay all taxes and assessments, cost of maintenance, etc.

Under the same date the Shenango Valley Road was leased in perpetuity to the Lake Shore and Michigan Southern Railway Company at an annual rental of 40 per cent, and the payment of all taxes, etc., and the cost of all maintenance.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$127,787 33	Capital stock, ...	$60 000 00
		Value of notes given contractors,	67,787 33
Grand total, ...	$127,787 33	Grand total	$127,787 33

SLACKWATER CONNECTING RAILROAD COMPANY.

Date of organization: June 30, 1892.

Under laws of what government or state organized: Act of April 4, 1868, and the several supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James Hemphill, ...	Pittsburgh, Pa., ...	Until successors are elected and qualified.
H. C. Founes, ...	Pittsburgh, Pa., ...	
W. C. Founes, ...	Pittsburgh, Pa., ...	
E. S. Founes, ...	Pittsburgh, Pa., ...	
V. Matthews	Pittsburgh, Pa., ...	

Date of last meeting of stockholders for election of directors: June 30, 1892.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	H. O. Fownes,	Pittsburgh, Pa.
Secretary,	E. S. Fownes,	Pittsburgh, Pa.
Treasurer,	W. C. Fownes,	Pittsburgh, Pa.
General Solicitor,	C. C. Dickey,	Pittsburgh, Pa.
Auditor,	V. Matthews,	Pittsburgh, Pa.
General Superintendent,	J. H. Watt,	Rankin, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line of each road herein.
	From—	To—	
Slackwater Connecting Railroad Company.	A point on the Monongahela river in the first pool of the county of Allegheny in said Commonwealth.	A point in Braddock township in said county at the line of P. & C. R. R. Co. now in possession of B. & O. R. R. Co.	1.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,800 00	Capital stock,	$10,000 00
Cost of equipment,	5,200 00	Profit and loss,	70 72
Profit and loss,	70 72		
Grand total,	$10,070 72	Grand total,	$10,070 72

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.

Under what laws of what government or state organized: Under general laws, approved June 8, 1874.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Wm. H. Jessup,	Scranton, Pa.,	March 26, 1891.
James B. Weed,	Binghampton, N. Y.,	March 26, 1891
Wm. S. Hill,	Binghampton, N. Y.,	March 26, 1891.
Wm. H. Jessup, Jr.,	Scranton, Pa.,	March 26, 1891.
G. S. Jessup,	Scranton, Pa.,	March 26, 1891.
H. C. Jessup,	Scranton, Pa.,	March 26, 1891.
Horace E. Hand,	Scranton, Pa.,	March 26, 1891.

Date of last meeting of stockholders for election of directors: March 26, 1890.

Postoffice address of general office: Montrose, Pa.

Postoffice address of operating office: Slate Run, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	James B. Weed,	Binghampton, N. Y.
Secretary,	Wm. Hill,	Binghampton, N. Y.
Treasurer,	Frederick M. Weed,	Binghampton, N. Y.
General Solicitor,	Wm. H. Jessup,	Montrose, Pa.
General Manager,	Lewis M. Weed,	Binghampton, N. Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Slate Run Railroad Company,	Slate Run, Pa.,	North Branch, Pa.,	15

*Main line, 13 miles; branches, 2 miles.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$65,757 31	Capital stock,	$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	8,315 42
Cash and current assets,	16,615 04	Profit and loss,	8,299 62
Grand total,	$97,615 04	Grand total,	$97,615 04

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.

Under laws of what government or state organized: State of Pennsylvania. Act of April 8, 1861. Reorganized as Somerset and Cambria Railroad Company January 27, 1879.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Koontz,	Somerset, Pa.,	First Monday, May, 1897.
W. P. Kooser,	Somerset, Pa.,	First Monday, May, 1897.
Thos. Lynch,	Scottdale, Pa.,	First Monday, May, 1897.
Wallace H. Rowe,	Pittsburgh, Pa.,	First Monday, May, 1897.
Alan W. Wood,	Pittsburgh, Pa.,	First Monday, May, 1897.
P. Y. Hite,	Hite, Pa.,	First Monday, May, 1897.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Black,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Somerset and Cambria Railroad Company.	Rockwood, Pa.	Johnstown, Pa.	Baltimore and Ohio Railroad Company.	45.10

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which latter company is leased by the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total
Cost of road,	$1,342,916 69	Capital stock,	$1,000,000 00
Cash and current assets,	244,489 29	Funded debt,	599,500 00
Profit and loss,	12,994 02		
Grand total,	$1,599,500 00	Grand total,	$1,599,500 00

SOUTH CHESTER RAILROAD COMPANY.

Date of organization: Articles of association filed June 22, 1891.

Under laws of what government or state organized: Pennsylvania, act approved April 4, 1868.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of expiration of Term.
R. D. Barclay,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
Lewis Nelson,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
Wm. A. Patton,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	Second Tuesday in February, 1897.
John C. Sims,	Philadelphia, Pa.,	Second Tuesday in February, 1897.
Stephen W. White,	Philadelphia, Pa.,	Second Tuesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 11, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
South Chester Railroad.	Chester Pa.,	Crescent Oil W'ks.,	Philadelphia, Wilmington and Baltimore Railroad Co.	2.72
Branches,				1.78
Total mileage,				4.50

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as a siding.

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total.
Cost of road,	$186,464 70	Capital stock,	$250,000 00
Cash and current assets,	67,100 53	Current liabilities,	3,565 23
Grand total,	$253,565 23	Grand total,	$253,565 23

IMPORTANT CHANGES DURING THE YEAR.

Addition to branches .72 miles.
Five thousand shares capital stock issued on payment of balance of subscription, $75,000.

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.
Under laws of what government or state organized: Pennsylvania, under act of April 4, 1868.
Operated by Lehigh and Hudson River Railway Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
F. R. Cope,	Philadelphia, Pa.,	Second Monday in January.
S. Shepherd,	Philadelphia, Pa.,	Second Monday in January.
E. Hill,	Philadelphia, Pa.,	Second Monday in January.
E. N. Moor,	Philadelphia, Pa.,	Second Monday in January
C. A. Ross,	Philadelphia, Pa.,	Second Monday in January.
C. F. Howell,	Philadelphia, Pa.,	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating office: Warwick, N. Y.

OFFICERS.

Title.	Name.	Location of Office
President,	L. A. Riley,	Philadelphia, Pa.
Secretary and Treasurer,	S. Shepherd,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
South East n and Phillipsburg Railroad Company.	South Easton, Pa.,	Boundary line between State of Pennsylvania and New Jersey.	Lehigh and Hudson River Railway Co.	0.23

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$82,899 12	Capital stock,	$75,000 00
		Current liabilities,	7,899 12
Grand total,	$82,899 12	Grand total,	$82,899 12

Digitized by Google

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

Under laws of what government or state organized: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George F. Huff,	Greensburg, Pa.,	March 23, 1897.
R. D. Barclay,	Philadelphia, Pa.,	March 23, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	March 23, 1897.
Robert Pitcairn,	Pittsburgh, Pa.,	March 23, 1897.
Charles E. Pugh,	Philadelphia, Pa.,	March 23, 1897.
William H. Barns,	Philadelphia, Pa.,	March 23, 1897.

Date of last meeting of stockholders for election of directors: March 24, 1896.

Postoffice address of general office: Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	F. W. Schwarz,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
South Fork Railroad.	South Fork, Pa.,	Coal Mines,	Penna. R. R. Co.,	"A."	8.12

Under Resolutions of Respective Boards. Agreement Dated August 15, 1891.

"A."

Resolved, That the Pennsylvania Railroad Company be and is hereby requested to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefore, and to operate and maintain the said railroad and appurtenances as of the date August 15, 1891, on behalf of this company and its agents, upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation and maintenance and to furnish a statement of the same at the end of each month to this company.

Digitized by Google

2. To deduct from the gross receipts all proper expenses of such operation and maintenace and the customary charges for the motive power and rolling stock used upon the railroad of this company, and to pay over to the treasurer of this company any moneys remaining after such deduction.

3. This arrangement to be terminable at the option of either company upon thirty days' notice, given in writing, to the other company, if it desires to terminate the same.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$106,219 24	Capital stock,	$116,700 00
Cash and current assets,	210 54	Current liabilities,	12,394 50
Profit and loss,	22,664 72		
Grand total,	$129,094 50	Grand total,	$129,094 50

IMPORTANT CHANGES DURING THE YEAR.

Eight thousand seven hundred dollars issued in settlement of construction charges.

SOUTH SHORE RAILROAD COMPANY.

Date of organization: September 14, 1892.

Under laws of what government or state organized: Organized in and by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled A supplement to an act to authorize the formation and regulation of railroad corporations, approved the 8th day of June, Anno Domini 1871.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
James W. Friend,	Pittsburgh, Pa.,	December 21, 1896.
F. N. Hoffstot,	Pittsburgh, Pa.,	December 21, 1896.
T. W. Friend,	Pittsburgh, Pa.,	December 21, 1896.

Date of last meeting of stockholders for election of directors: December 21, 1895.

Postoffice address of general office: 208 Wood street, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. W. Friend	Pittsburgh, Pa.
Secretary and Treasurer,	F. N. Hoffstot,	Pittsburgh, Pa.
General Manager,	F. N. Hoffstot,	Pittsburgh, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
South Shore Railroad Company. ..... About one and a quarter miles of track constructed.	Borough of Esplen, Pa.	Thirtieth street, Pittsburgh, Pa.	4¾

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$25,008 46	Capital stock, ...	$10,000 00
Cost of equipment, ...	8,850 00	Current liabilities, ...	6,001 83
Cash and current assets, ...	1,834 84	Profit and loss, ...	14,691 47
Grand total, ...	$30,693 30	Grand total, ...	$30,693 30

SOUTHWEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1871.

Under laws of what government or state organized: Pennsylvania, act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company organized April 2, 1874, by the purchase of the property of the Uniontown and West Virginia Railroad Company, which was chartered April 2, 1868, and sold under foreclosure March 4, 1874.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes, ...	Philadelphia, Pa., ...	First Tuesday of March, 1897.
John P. Green, ...	Philadelphia, Pa.	First Tuesday of March, 1897.
W. J. Howard, ...	Philadelphia, Pa., ...	First Tuesday of March, 1897.
Samuel Rea, ...	Philadelphia, Pa., ...	First Tuesday of March, 1897.
G. B. Roberts, ...	Philadelphia, Pa., ...	First Tuesday of March, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	First Tuesday of March, 1897.
J. K. Ewing, ...	Uniontown, Pa., ...	First Tuesday of March, 1897.
George F. Huff, ...	Greensburg, Pa., ...	First Tuesday of March, 1897.
Robert Pitcairn, ...	Pittsburgh, Pa., ...	First Tuesday of March, 1897.
N. P. Shortridge, ...	Wynnewood, Pa., ...	First Tuesday of March, 1897.
George A. Torrence, ...	New Haven, Pa., ...	First Tuesday of March, 1897.
J. F. Wentling, ...	Greensburg, Pa., ...	First Tuesday of March, 1897.

Date of last meeting of stockholders for election of directors: March 3, 1896.

Postoffice address of general office: Pennsylvania Railroad Company, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Charles E. Pugh,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
South West Pennsylvania Railway.	Greensburg, Pa.	Fairchance, Pa.	Penna. R. R. Co.,	Lease,	44.79
	Branches,				67.08
Total mileage,					111.87

Lease to the Pennsylvania Railroad Company for one year. Renewed every year from April 1st. Rental, net earnings. Dated April 1, 1873, for five years from that date. Extended by agreement of March 9, 1878, for one year, and from year to year thereafter. Terminable after end of any year on six months' notice of either party.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,519 595 63	Capital stock,	$1,499,900 00
Cash and current assets,	1,147,948 84	Funded debt,	900,000 00
Other assets:		Current liabilities,	5,709 47
Sinking fund,	38,000 00	Fund for redemption of bonds,	$1,375 00
		Profit and loss,	1,218,560 00
Grand total,	$3,705,544 47	Grand total,	$3,705,544 47

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.

Under laws of what government or state organized: Laws of Pennsylvania, approved March 22, 1867; April 10, 1867; February 20, 1869; April 30, 1869.

Operated by Cumberland Valley Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Thomas B. Kennedy,	Chambersburg, Pa.,	May, 1897
George B. Roberts,	Philadelphia, Pa.,	May, 1897
Henry D. Welsh,	Philadelphia, Pa.,	May, 1897
John P. Green,	Philadelphia, Pa.,	May, 1897
George H. Stewart,	Shippensburg, Pa.,	May, 1897
M. C. Kennedy,	Chambersburg, Pa.,	May, 1897
Lane S. Hart,	Harrisburg, Pa.,	May, 1897

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating office: Chambersburg, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. L. Ritchey,	Chambersburg, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Southern Pennsylvania Railway and Mining Co.	Junction C. V. R. R.	Mercersburg,	Cumberland Valley Railroad.	Lease,	13.60
	Mercersburg Junc.	Richmond Pa.,			7.80
Total mileage,					21.40

Operated by the Cumberland Valley Railroad Company under lease dated March 1, 1870, running for a period of 199 years, upon the terms that the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance remaining to be paid to the lessor.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,425,000 00	Capital stock,	$800,000 00
Profit and loss,	299,269 35	Funded debt,	625,000 00
		Current liabilities,	299,269 35
Grand total,	$1,724,269 35	Grand total,	$1,724,269 35

STATE LINE RAILROAD COMPANY.

(For Five Months.)

Date of organization: November 10, 1890.

Under laws of what government or state organized: Laws of State of Pennsylvania general laws.

Operated by Wellsville, Coudersport and Pine Creek Railroad Company.

26-9-96

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
S. F. Alexander,	Genessee, Pa.,	January 13, 1898.
W. B. Coats,	Wellsville, N. Y.,	January 13, 1896.
H. N. Lewis,	Wellsville, N. Y.,	January 13, 1896.
Charles Day,	Wellsville, N. Y.,	January 13, 1896.
John McEwen,	Wellsville, N. Y.,	January 13, 1896.
H. M. Browning,	Wellsville, N. Y.,	January 13, 1896.
Charles Duke,	Duke Centre, Pa.,	January 13, 1896.
A. R. Payne,	Oswago, Pa.,	January 13, 1896.
W. W. Crittenden,	Oswago, Pa.,	January 13, 1896.
O. S. Wight,	Perryville, Pa.,	January 13, 1896.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Wellsville, Allegheny county, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	S. F. Alexander,	Genessee, Pa.
Vice President,	W. B. Coats,	Wellsville, N. Y.
Secretary,	H. W. Browning,	Wellsville, N. Y.
Treasurer,	H. W. Browning,	Wellsville, N. Y.
Auditor,	Charles E. Davis,	Wellsville, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
State Line Railroad.	State Line,	Perryville,	W., C. & P. C. R. R.	Long,	2.29

Leased in June, 1891, to the Wellsville, Coudersport and Pine Creek Railroad for a period of 99 years, at a nominal rental of $1.00 per year.

IMPORTANT CHANGES DURING THE YEAR.

This in part covers the period from July 1, 1895, to November 26, 1895.

CHANGES.

The State Line Railroad was merged into the Buffalo and Susquehanna Railroad on November 26, 1895. There were 660 shares issued in pursuance of an agreement of merger between the Buffalo and Susquehanna Railroad and the State Line Railroad filed in the Secretary of the Commonwealth's office November 26, 1895, upon the surrender of $33,000 of fully paid up stock of the State Line Railroad.

Digitized by Google

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1891.

Under laws of what government or state organized: Pennsylvania, act concerning railroads, approved April 8, 1861, also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).

Operated by Lehigh Valley Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. S. Grant,	1516 Spruce street, Philadelphia, Pa.,	May, 1897.
Henry C. Davis,	204 Walnut Place, Philadelphia, Pa.,	May, 1897.
N. N. Betts,	Towanda, Pa.,	May, 1897.
Charles H. Banes,	2021 Spring Garden st., Phila., Pa.,	May, 1897.
Herman Hoopes,	436 Drexel Building, Philadelphia, Pa.,	May, 1897.
John F. Stoer,	615 Chestnut street, Philadelphia, Pa.,	May, 1897.
Charles H. Davis,	99 Cedar street, New York city,	May, 1897.

Date of last meeting of stockholders for election of directors: June 17, 1896.

Postoffice address of general office: 204 Walnut Place, Philadelphia, Pa.

Postoffice address of operating office: Lehigh Valley Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
President,	Henry C. Davis,	204 Walnut Place, Phila., Pa.
Secretary and Treasurer,	O. A. Baldwin,	Towanda, Pa.,
Assistant Secretary,	Edward D. Ackley,	204 Walnut Place, Phila., Pa.
General Manager,	I. O. Bilght,	Towanda, Pa.,

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
State Line and Sullivan Railroad.	Bernice, Pa.,	Monroeton, Pa.,	Lehigh Valley Railroad Co.	Lease,	24

This railroad is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Canal and Railroad Company Division), under a lease dated April, 1884, for a term of fifty years from May 1, 1884, at a yearly rental of $40,000.00 and all taxes, assessments, etc.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$729,151 78	Capital stock,	$980,250 00
Bonds owned,	24,000 00	Funded debt,	3,000 00
Other permanent investments,	37,899 82	Current liabilities,	19,061 36
Lands owned,	500 000 00	Profit and loss,	110 861 25
Cash and current assets,	123,123 01		
Grand total,	$1,410,174 61	Grand total	$1,410,174 61

Digitized by Google

STEWART RAILROAD COMPANY.

Date of organization: September 9, 1887.

Under laws of what government or state organized: By act approved April 4, 1888, and the acts supplementary thereto.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Daniel P. Eells, ...	Cleveland, Ohio, ...	When successors are elected and have qualified.
O. G. Getzen-Danner, ...	Cleveland, Ohio, ...	
Jos. N. McClure, ...	Sharon, Pa., ...	
Samuel McClure, ...	Sharon, Pa., ...	

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating office: Cleveland, Ohio.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Daniel P. Eells, ...	Cleveland, Ohio.
Secretary and Treasurer, ...	O. G. Getzen-Danner, ...	Cleveland, Ohio.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Stewart Railroad Company, ...	Stewart Iron Works and Sharon, Pa.	Ohio State Line, ...	.32

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Stewart Railroad Company were purchased by the Mahoning Coal Road Company, and a contract entered into, giving the said Mahoning Coal Road Company full possession of all the properties of said Stewart Railroad Company, and the right to collect, receive and retain all income and revenue to be derived from the operating of said company's railroad in perpetuity. The Mahoning Coal Road Company to pay all taxes and assessments, cost of maintenance, etc.

Under the same date the said Stewart Railroad Company was leased in perpetuity to the Lake Shore and Michigan Southern Railway Company at an annual rental of forty per cent. and the payment of all taxes, etc., and cost of maintenance.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$7,114 20	Capital stock,	$7,700 00
Profit and loss,	585 80		
Grand total,	$7,700 00	Grand total,	$7,700 00

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September, 1884.
Under laws of what government or state organized: General laws of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Jos. W. Anderson,	Stewartstown, Pa.,	January 13, 1897.
W. H. Fulton,	Stewartstown, Pa.,	January 13, 1897.
W. J. P. Gemmill,	Stewartstown, Pa.,	January 13, 1897.
William Hammill,	Stewartstown, Pa.,	January 13, 1897.
A. G. Bowman,	Stewartstown, Pa.,	January 13, 1897.
J. A. Johnson,	Stewartstown, Pa.,	January 13, 1897.
C. W. Shaw,	Stewartstown, Pa.,	January 13, 1897.
M. W. Bahn,	New Freedom, Pa.,	January 13, 1897.
Jno. G. Keeney,	Shrewsbury, Pa.,	January 13, 1897.
W. F. Bay Stewart,	York, Pa.,	January 13, 1897.
Jno. C. Wiley,	Gatchelville,	January 13, 1897.
A. T. Grove,	Stewartstown, Pa.,	January 13, 1897.

Date of last meeting of stockholders for election of directors: January 11, 1896.
Postoffice address of general office: Stewartstown, Pa.
Postoffice address of operating office: Stewartstown, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Jos. W. Anderson,	Stewartstown, Pa.
Vice President,	M. W. Bahn,	New Freedom, Pa.
Secretary,	A. G. Bowman,	Stewartstown, Pa.
Treasurer,	Thomas B. Fulton,	Stewartstown, Pa.
Attorney, or General Counsel,	W. B. Gemmill,	York, Pa.
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	M. W. Bahn,	Stewartstown, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Stewartstown Railroad,	Stewartstown, Pa.,	New Freedom, Pa.,	7.2

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$93,250 11	Capital stock,	$70,000 00
Cost of equipment,	8,148 48	Current liabilities,	9,960 00
Lands owned,	553 12	Profit and loss,	23,468 88
Cash and current assets,	1,316 93		
Other assets:			
Materials and supplies,	300 00		
Grand total,	$103,368 88	Grand total,	$103,368 88

IMPORTANT CHANGES DURING THE YEAR.

Two new iron bridges.

Reduction in current liabilities about $4,200.

CONTRACTS, AGREEMENTS, ETC.

Express: Adams Express Company pays the Stewartstown Railroad Company 10 per cent. per 100 pounds for transportation over their road and 10 per cent. commission on gross receipts.

United States Mail: The government pays the Stewartstown Railroad Company $88.88 per quarter for carrying mail.

Have joint rates with the Northern Central Railway Company on which freight charges are based on a constructive distance of twenty miles for points on Stewartstown Railroad, allowing us arbitrary rates for our proportion of earnings.

To encourage the building of the Stewartstown Railroad, the Northern Central Railway Company contracted with the Stewartstown Railroad Company, under date of December 26, 1884, to pay the Stewartstown Railroad Company 15 per cent. on gross freight and passenger receipts originating on the Stewartstown Railroad, and consigned to points on the Northern Central Railroad between Baltimore and Harrisburg or intermediate points for a period of ten years. The contract was renewed for five years under date of December 26, 1894.

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

Under laws of what government or state organized: Under the laws of the State of Pennsylvania, act of April 11, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John Slingluff,	Norristown, Pa.,	Third Monday in January, 1897.
F. D. Sower,	Norristown, Pa.,	Third Monday in January, 1897.
Daniel C. Getty,	Norristown, Pa.,	Third Monday in January, 1897.
John Oberholtzer,	Norristown, Pa.,	Third Monday in January, 1897.
J. P. Dale Jenkins,	Norristown, Pa.,	Third Monday in January, 1897.
W. H. Slingluff,	Norristown, Pa.,	Third Monday in January, 1897.
William Stabler,	Norristown, Pa.,	Third Monday in January, 1897.
John Jamison,	Norristown, Pa.,	Third Monday in January, 1897.
John S. Heebner,	Lansdale, Pa.,	Third Monday in January, 1897.
David S. Heebner,	Lansdale, Pa.,	Third Monday in January, 1897.
Samuel Drecher,	Norritonville,	Third Monday in January, 1897.
Oliver G. Morris,	Line Lexington,	Third Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 20, 1896.

Postoffice address of general office: 32 East Main street, Norristown, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	James Boyd,	Norristown, Pa.
President,	James Boyd,	Norristown, Pa.
Secretary and Treasurer,	Howard Boyd,	Norristown, Pa.
General Solicitor, Attorney or General Counsel,	James Boyd,	Norristown, Pa.
Comptroller,	George B. Boggs,	Norristown, Pa.
Auditor,	F. C. Boggs,	Norristown, Pa.
Superintendent,	George B. Boggs,	Norristown, Pa.
Engineer,	George B. Boggs,	Norristown, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Stony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.20

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$548,922 54	Capital stock,	$156,100 00
Cost of equipment,	397 34	Funded debt,	350,000 00
Cash and current assets,	11,877 04	Current liabilities,	619 662 70
Other assets:		Real estate mortgages,	5,500 00
Materials and supplies,	6,009 12		
Profit and loss,	584,056 66		
Grand total,	$1,151,262 70	Grand total,	$1,151 262 70

CONTRACTS, AGREEMENTS, ETC.

A mutual arrangement for the transportation and proration of passenger and freight traffic in the regular intercourse of business transactions.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of their line for railroad business.

SUGAR RUN RAILROAD COMPANY.

Date of organization: November 10, 1891.

Under laws of what government or state organized: Under the laws of the State of Pennsylvania.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Isaac Horton,	Sheffield, Pa.,	January 11, 1897.
Jerry Crary,	Sheffield, Pa.,	January 11, 1897.
C. W. Radeker,	Sheffield, Pa.,	January 11, 1897.
J. H. Horton,	Sheffield, Pa.,	January 11, 1897.
C. V. Merrick,	Bradford, Pa.,	January 11, 1897.
F. H. Rockwell,	Warren, Pa.,	January 11, 1897.
H. A. Crary,	Sheffield, Pa.,	January 11, 1897.
B. McOwen,	Clarendon, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Sheffield, Pa.
Postoffice address of operating office: Bradford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Isaac Horton,	Sheffield, Pa.
Secretary,	R. G. Brownell,	Sheffield, Pa.
Treasurer,	James R. Plum,	28 Ferry street, N. Y.
Attorney, or General Counsel,	C. H. McCauley,	Ridgway, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line of each road named.
	From—	To—	
Sugar Run Railroad Company,	Allegheny Junction, Warrant 3422.	Allen's Camp, Warrant 3409.	8
West Branch Railroad,	Bradford, Pa.,	Allegheny Junction,	10
Total mileage,			18

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
West Branch Railroad Company.	Bradford, Pa.,	Allegheny Jct.,	Erie Railroad Company.	10

Trackage right granted Sugar Run Railroad Company between Bradford, Pa., and Allegheny Junction, Pa., about June, 1892, by the New York, Lake Erie and Western Railroad Company (now Erie Railroad Company), providing that all business originating on Sugar Run Railroad for points beyond Bradford, Pa., be delivered to company owning the West Branch Railroad.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$44,500 00	Capital stock,	$50,000 00
Cost of equipment,	5,500 00	Current liabilities,	534 11
Cash and current assets,	10,255 92	Profit and loss,	9,721 81
Grand total,	$60,255 92	Grand total,	$60,255 92

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.
Under laws of what government or state organized: Pennsylvania, act of April 8, 1861.
If a consolidated company, name the constituent companies: No consolidation.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes,	Philadelphia, Pa.,	Third Tuesday in May, 1897.
A. J. Cassatt,	Philadelphia, Pa.,	Third Tuesday in May, 1897.
John P. Green,	Philadelphia, Pa.,	Third Tuesday in May, 1897.
G. B. Roberts,	Philadelphia, Pa.,	Third Tuesday in May, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Tuesday in May, 1897.
George Wood,	Philadelphia, Pa.,	Third Tuesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 19, 1896.
Postoffice address of general office: General Office, Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Sunbury, Hazleton and Wilkes-Barre Ry.	Sunbury,	Tomhicken,	Penn'a Railroad Company.	Lease,	42.44

Lease to the Pennsylvania Railroad Company for fifty years from May 1, 1878; rental, net earnings.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,535,123 71	Capital stock,	$1,000,000 00
Cash and current assets,	135,658 25	Funded debt,	2,250,000 00
Other assets:		Current liabilities,	7,549 64
Sinking fund, Series A,	90,000 00	Profit and loss,	403,232 42
Grand total,	$3,760,782 06	Grand total,	$3,760,782 06

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.

Under laws of what government or state organized: Under laws of the State of Pennsylvania.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Aaron Fries,	Philadelphia, Pa.,	May 3, 1897.
Edward J. Berwind,	Philadelphia, Pa.,	May 3, 1897.
Samuel H. Cramp,	Philadelphia, Pa.,	May 3, 1897.
Stephen Greene,	Philadelphia, Pa.,	May 3, 1897.
John Hart,	Doylestown, Pa.,	May 3, 1897.
John W. Moffly,	Philadelphia, Pa.,	May 3, 1897.
George Shannon,	Norristown, Pa.,	May 3, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Betz Building, Philadelphia, Pa.

Postoffice address of operating office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Aaron Fries,	301 Betz Building, Philadelphia, Pa.
Vice President,	Stephen Greene,	27 S. Fifth st., Philadelphia, Pa.
Secretary and Treasurer,	F. S. Lewis,	301 Betz Building, Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
Sunbury and Lewistown Railway Co.	Lewistown,	Selins Grove Jc.,	Penn'a Railroad Co.,	43.45

Sunbury and Lewistown Railway operated by the Pennsylvania Railroad Company for cost and one-half of net earnings, after payment of interest on bonds outstanding, under lease dated July 22, 1876, for ninety-nine years, from July 1, 1876.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,100,000 00	Capital stock,	$900,000 00
Cash and current assets,	71,054 18	Funded debt,	500,000 00
		Profit and loss,	71,054 18
Grand total,	$1,171,054 18	Grand total,	$1,171,054 18

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.

Under laws of what government or state organized: Charter from Commonwealth under the act of April 4, 1868, and June 8, 1874.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. Henry Cochran,	Williamsport, Pa.,	March 26, 1897.
G. D. Tinsman,	Williamsport, Pa.,	March 26, 1897.
G. L. Miller,	Westport, Pa.,	March 26, 1897.
H. C. Parsons,	Williamsport, Pa.,	March 26, 1897.
J. W. Cochran,	Williamsport, Pa.,	March 26, 1897.
Garrett Cochran,	Williamsport, Pa.,	March 26, 1897.
W. H. Tinsman,	Williamsport, Pa.,	March 26, 1897.
W. H. H. Miller,	Williamsport, Pa.,	March 26, 1897.
Frank Parsons,	Williamsport, Pa.,	March 26, 1897.

Date of last meeting of stockholders for election of directors: March 26, 1896.

Postoffice address of general office: 34 West Fourth street, Williamsport, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. Henry Cochran,	34 W. Fourth st., Williamsport, Pa.
Vice President,	Garret D. Tinsman,	34 W. Fourth st., Williamsport, Pa.
Secretary,	Garret D. Tinsman,	34 W. Fourth st., Williamsport, Pa.
Treasurer,	John S. Brown,	34 W. Fourth st., Williamsport, Pa.
Attorney or General Counsel,	Candor & Munson,	Elliott Block, Williamsport, Pa.
General Manager,	George L. Miller,	Bitumen, Pa.
Chief Engineer,	W. H. H. Miller,	Bitumen, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Susquehanna and Buffalo Railroad,	Cook's Run, Pa.,	Foot of plane,	1.05

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$32,213 38	Capital stock, ...	$20,160 00
Cash and current assets, ...	56 05	Current liabilities, ...	2,235 29
		Wages, etc., ...	5,517 15
		Miscellaneous, ...	2,516 76
		Profit and loss, ...	1,840 13
Grand total, ...	$32,269 43	Grand total, ...	$32,269 43

CONTRACTS, AGREEMENTS, ETC.

With United States Mail, $100.00 per annum.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.

Under laws of what government or state organized: Under general law of State of Pennsylvania, approved April 4, 1868, and the several supplements thereto.

If a consolidated company, name the constituent companies: Not consolidated.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel Rea, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
William H. Barnes, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
John P. Green, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
G. B. Roberts, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
George Wood, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.
N. P. Shortridge, ...	Philadelphia, Pa., ...	First Tuesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 4, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia

OFFICERS.

Title.	Name.	Location of Office.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Frederick W. Schwarz, ...	Philadelphia, Pa.
Treasurer, ...	J. S. Vanzandt, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what form of contract operated.	Miles of line.
	From—	To—			
Susquehanna and Clearfield Railroad Company.	Keating, Pa.,	Karthaus, Pa.,	Penn'a Railroad Company.	Resolutions of board.	22.78
Branch, ...	Three Runs, Pa.	Potter's Mills, Pa.	.....	.....	2.11
Total mileage, ..	.....	.....	.....	.....	24.89

Operated by the Pennsylvania Railroad Company under authority of resolutions adopted by the board of directors of each company; rental, net earnings. This arrangement dates from September 10, 1884, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$570,912 58	Capital stock, ...	$286,000 00
Cash and current assets, ...	3,128 50	Funded debt, ...	285,000 00
Profit and loss, ...	138,605 62	Current liabilities, ...	141,646 67
Grand total, ...	$712,646 67	Grand total, ...	$712,646 67

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Theodore Vorhees, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
D. Jones, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
W. R. Taylor, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
C. H. Quarles, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
W. B. Scott, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
Roswell Weston, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
W. G. Brown, ...	Philadelphia, Pa., ...	First Monday in May, 1897.
James M. Landis, ...	Philadelphia, Pa., ...	First Monday in May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.
Postoffice address of operating office: Reading Terminal, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	Philadelphia, Pa.
Treasurer,	W. A. Church,	Philadelphia, Pa.
Comptroller,	D. Jones,	Philadelphia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line (for each road thereof).
	From—	To—	
Tamaqua, Hazleton and Northern Railroad Company.	Lofty, Pa.,	Roan, Pa.,	9.59

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$367,013 71	Capital stock,	$300,000 00
Cash and current assets,	3,586 94	Current liabilities,	62,870 37
		Profit and loss,	7,721 28
Grand total,	$370,600 65	Grand total,	$370,600 65

TIADAGHTON AND FAHNESTALK RAILWAY COMPANY.

Date of organization: March 11, 1892.

Under laws of what government or state organized: Under the general railway laws of Pennsylvania, act of April 4, 1868, and supplements thereto.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George A. Vail,	New York, N. Y.,	First Monday, January, 1897.
E. G. Schieffelin,	Wellsboro, Pa.,	First Monday, January, 1897.
J. W. Hammond,	Osceola, Pa.,	First Monday, January, 1897.
D. M. Lounsbury,	Stokesdale, Pa.,	First Monday, January, 1897.
J. L. Landrus,	Wellsboro, Pa.,	First Monday, January, 1897.
George D. Aiken,	Tioga, Pa.,	First Monday, January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Wellsboro, Pa.

Postoffice address of operating office: Tiadaghton, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	C. B. Farr,	Williamsport, Pa.
Secretary,	J. Harrison,	Wellsboro, Pa.
Attorney, or General Counsel,	J. Harrison,	Wellsboro, Pa.
Chief Engineer,	George D. Aken,	Tioga, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main line,	Thelaghton, Pa.,	Fahnestock Creek,	5.00
Branches,			1.62
Total mileage,			6.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$57,036 95	Capital stock,	$59,450 00
Cost of equipment,	7,010 72	Profit and loss,	6,415 24
Cash and current assets,	4,895 57		
Other assets:			
Materials and supplies,	1,242 16		
Grand total,	$70,185 40	Grand total,	$65,865 24

TIOGA RAILROAD COMPANY.

(Report for the five months ending November 30, 1895.)

Date of organization: 1851.

Under laws of what government or state organized: Under special act of Pennsylvania, 1850. Originally organized as the Tioga Navigation Company, April 12, 1828, by special charter from Pennsylvania, February 28, 1826; reorganized in 1851 under special act of 1850, giving power to create new stock, rebuild the line and change the name to the Tioga Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
J. G. McCullough,	P. O. Box 829, New York city.	J. F. McGuire,	Elmira, N. Y.
Wm. A. Wheelock,	New York city.	C. W. Buckholtz,	New York city.
Ogden Mills,	New York city.	H. H. Cook,	New York city.
Charles H. Caster,	New York city.	E. B. Thomas,	New York city.
Geo. W. Quintard,	New York city.	W. F. Merrill,	New York city.
Andrew Donaldson,	New York city.	A. Macdonough,	New York city.

Date of last meeting of stockholders for election of directors: November 4, 1895.

Postoffice address of general office: P. O. Box 829, New York city.

Postoffice address of operating office: P. O. Box 829, New York city.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	E. B. Thomas,	21 Courtlandt st., New York city.
Vice President,	J. G. McCullough,	21 Courtlandt st., New York city.
Secretary,	A. R. Macdonough,	21 Courtlandt st., New York city.
Treasurer,	Edward White,	21 Courtlandt st., New York city.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tioga Railroad,	New York, State Line and Lawrenceville.	Junction Arnot and Pine Creek R. R.	42.83
Morris Run Branch,	Morris Run,	Blossburg,	3.56
Elmira State Line Railroad,	State Line Jc., N. Y.,	Penn'a State Line,	6.50
Arnot and Pine Creek Railroad,	Arnot Junction,	Hoytville,	11.83
New York, Lake Erie and Western Railroad,	Chemung Junction,	Southport Junction,	4.91
Northern Central Railway,	Southport Junction,	State Line Junction,	2.31
Northern Central Railway,	Coal Point,	Chemung Junction,	19.60
Fall Brook Railroad,	Corning,	Lawrenceville,	14.80
Total mileage,			106.34

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,471,723 93	Capital stock,	$580,900 00
Stocks owned,	1,000 00	Funded debt,	789,500 00
Real estate and buildings,	39,391 90	Current liabilities,	342 00
Arnot and Pine Creek Railroad Company, additions,	3,350 74	Accrued interest on funded debt not yet payable,	6,685 42
		Accrued rentals of leased lines,	5,653 17
		Elmira State Line Railroad Company stock,	29,200 00
		Profit and loss,	103,185 98
Grand total,	$1,515,466 57	Grand total,	$1,515,466 57

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad Company.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning Cowanesque and Antrim Railroad Company and the Morris Run Coal Mining Company. Term, 20 year. Agreement for an interchange of traffic facilities at a fixed rate of one-half of one cent per ton per mile, or per car.

Contract October 2, 1875, with Northern Central Railroad Company. Term, 99 years. Tioga connection between Lawrenceville and Elmira to be over roads controlled by the Northern Central Railway Company at a fixed rate per passenger per mile and per ton per mile for coal and lumber.

Digitized by Google

TIONESTA VALLEY RAILWAY COMPANY.

Date of organization: August 3, 1894.

Under laws of what government or state organized: Organized August 3, 1894, under act of May 16, 1861, and supplements by consolidation of Tionesta Valley Railroad Company, Sheffield and Spring Creek Railroad Company, Cherry Grove Railroad Company and Warren and Farnsworth Railroad Company as shown by articles of merger and consolidation filed in the office of the Secretary of the Commonwealth on August 11, 1894.

If a consolidated company, name the constituent companies: Tionesta Valley Railroad Company incorporated September 9, 1879, under act of April 4, 1868, and supplements.

Sheffield and Spring Creek Railroad Company incorporated August 19, 1894, under act of April 4, 1868, and supplements.

Cherry Grove Railroad Company incorporated as Garfield and Cherry Grove Railroad Company on June 29, 1882, under act of April 4, 1868, and supplements. Reorganized as Cherry Grove Railroad Company and certificate filed in the office of Secretary of Commonwealth.

Warren and Farnsworth Railroad Company incorporated on April 6, 1882, under act of April 4, 1868, and supplements.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
E. R. Ladew,	New York, N. Y.,	January 11, 1897.
J. H. Horton,	Sheffield, Pa.,	January 11, 1897.
H. A. Finney,	Sheffield, Pa.,	January 11, 1897.
C. H. Goodyear,	Buffalo, N. Y.,	January 11, 1897.
B. McOwen,	Clarendon, Pa.,	January 11, 1897.
C. H. Smith,	Sheffield, Pa.,	January 11, 1897.
E. T. Grant,	Ridgway, Pa.,	January 11, 1897.
John McClain,	Sheffield, Pa.,	January 11, 1897.
A. H. Bailey,	Sheffield, Pa.,	January 11, 1897.
J. J. Lapham,	New York, N. Y.,	January 11, 1897.
H. A. Crary,	Sheffield, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Sheffield, Pa.

Postoffice address of operating office: Sheffield, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Horton,	Sheffield, Pa.
Vice President,	E. G. Davidge,	25 Ferry st., New York.
Secretary,	R. T. Brownell,	Sheffield, Pa.
Treasurer,	Chas. Sigel,	Sheffield, Pa.
Attorney, or General Counsel,	C. H. McCauley,	Ridgway, Pa.
Auditor, acting,	George C. Darling,	Ridgway, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

27—9—96

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road (owned).
Tionesta Valley Railway Company, ...	Dunhams,	Tremona,	47
	Clarendon,	Stoneham,	2
	Clarendon,	Bucher,	6
	Brookston,	Murphy,	5
	Point,	Coon Run,	2.5
Total mileage,			62.5

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$322,199 78	Capital stock,	$350,000 00
Cost of equipment,	69,503 30	Current liabilities,	6,833 23
Cash and current assets,	2,608 97	Profit and loss,	37,478 82
Grand total,	$394,312 05	Grand total,	$394,312 05

IMPORTANT CHANGES DURING THE YEAR.

New line from Clarendon, Pa., to Bucher, six miles.
New line from Clarendon, Pa., to Stoneham, one and seventy-five one-hundredths miles.

CONTRACTS, AGREEMENTS, ETC.

Express company fifteen cents per 100 pounds on packages; weighing twenty pounds or over, and five cents per package on packages weighing under twenty pounds.
Mails, $42.75 per mile for twenty-five miles.

TIONESTA VALLEY AND HICKORY RAILWAY COMPANY.

Date of organization: March 26, 1892.
Under laws of what government or state organized: Pennsylvania, State law of April 4, 1889.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Truman D. Collins,	Nebraska, Pa.,	When successors are elected.
Everell S. Collins,	Nebraska, Pa.,	When successors are elected.
Mary S. Collins,	Nebraska, Pa.,	When successors are elected.
Orlon Siggins,	West Hickory, Pa.,	When successors are elected.
Alice M. Siggins,	West Hickory, Pa.,	When successors are elected.
James Henderson,	East Hickory,	When successors are elected.

Date of last meeting of stockholders for election of directors: March 26, 1892.
Postoffice address of general office: Nebraska, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board,	Truman D. Collins,	Nebraska, Pa.
President,	Truman D. Collins,	Nebraska, Pa.
Vice President,	Everell S. Collins,	Nebraska, Pa.
Secretary and Treasurer,	Orion Siggins,	West Hickory, Pa.
General Manager,	Everell S. Collins,	Nebraska, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tionesta Valley and Hickory Railway.	Ross Run, Pa.,	Nebraska, Pa.,	5

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$33,000 00	Capital stock,	$33,000 00
Profit and loss,	1,152 20	Profit and loss,	1,152 20
Grand total,	$34,152 20	Grand total,	$34,152 20

CONTRACTS, AGREEMENTS, ETC.

Through rates on freight with Tionesta Valley and Salmon Creek Railway.

TIONESTA VALLEY AND SALMON CREEK RAILWAY COMPANY.

Date of organization: May 12, 1893.
Under laws of what government or state organized: Pennsylvania, State law of April 4, 1868.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Truman D. Collins,	Nebraska, Pa.,	When his successor is elected.
Everell S. Collins,	Nebraska, Pa.,	When his successor is elected.
Mary S. Collins,	Nebraska, Pa.,	When her successor is elected.
Kennedy L. Haugh,	Nebraska, Pa.,	When his successor is elected.
Howard M. Allison,	Pittsburgh, Pa.,	When his successor is elected.
Orion Siggins,	West Hickory,	When his successor is elected.

Date of last meeting of stockholders for election of directors: When charter was applied for.
Postoffice address of general office: Nebraska, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Truman D. Collins,	Nebraska, Pa.
Vice President,	Howard M. Allison,	Nebraska, Pa.
Secretary and Treasurer,	Everell S. Collins,	Nebraska, Pa.
General Manager,	Everell S. Collins,	Nebraska, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tionesta Valley and Salmon Creek Railway.	Ross Run, Pa.,	Kellettville, Pa.,	6

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
*Cost of road,	$27,952 75	Capital stock,	$17,000 00
Cost of equipment,	1,400 00	Current liabilities,	12,893 19
Profit and loss,	540 44		
Grand total,	$29,893 19	Grand total,	$29,893 19

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

Under laws of what government or state organized: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts and supplements thereto.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green,	Philadelphia, Pa.,	May 11, 1897
N. P. Shortridge,	Philadelphia, Pa.,	May 11, 1897
Henry D. Welsh,	Philadelphia, Pa.,	May 11, 1897.
Wm. L. Elkins,	Philadelphia, Pa.,	May 11, 1897.
G. B. Roberts,	Philadelphia, Pa.,	May 11, 1897
Amos R. Little,	Philadelphia, Pa.,	May 11, 1897.

Date of last meeting of stockholders for election of directors: May 12, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating office: Broad Street Station, Philadelphia.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Tipton Railroad,	Tipton,	Coal Mines.	Penna. R. R. Co.,	"A,"	4.44

"A."

Agreement dated May 1, 1886.

Resolved: That the Pennsylvania Railroad Company be and is hereby requested to take possession of the railroad of this company and its appurtenances and to furnish the necessary motive power and rolling stock therefor and to operate and maintain the said railroad and its appurtenances as of the date of May 1, 1886, on behalf of this company and as agent upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation and maintenance and to furnish a statement of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper expenses of such operation and maintenance and the customary charges for the motive power and rolling stock used upon the railroad of this company, and to pay over to the treasurer of this company any money remaining after such deduction.

3. This arrangement to be terminable at the option of either company upon thirty days' notice given in writing to the other company of its desire to terminate the same.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of equipment,	$43,250 00	Capital stock,	$43,250 00
Cash and current assets,	11,098 14	Current liabilities,	1,093 65
		Profit and loss,	10,004 49
Grand total,	$54,348 14	Grand total,	$54,348 14

Digitized by Google

TRENTON DELAWARE BRIDGE COMPANY.

Date of organization: In New Jersey, March 3, 1798: In Pennsylvania, April 4, 1798.
Under laws of what government or state organized: Act of Legislature, New Jersey: March 3, 1798; February 26, 1801; February 17, 1804; December 3, 1804; November 23, 1825; March 15, 1866; March 10, 1868. Act of Legislature, Pennsylvania: April 4, 1798; March 2, 1804; May 20, 1865; March 14, 1867; March 3, 1868.
Operated by Pennsylvania Railroad Company.

MANAGERS.

Names.	Postoffice Address.	Date of Expiration of Term.
N. P. Shortridge,	Wynnewood, Pa.,	May 3, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	May 3, 1897.
J. A. Anderson,	Lambertville, N. J.	May 3, 1897.
Lewis Perrine,	Trenton, N. J.,	May 3, 1897.
John P. Green,	Philadelphia, Pa.,	May 3, 1897.
William J. Sewell,	Camden, N. J.,	May 3, 1897.
Hugh B. Ely,	Beverly, N. J.,	May 3, 1897.

Date of last meeting for stockholders for election of managers: May 4, 1896.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	N. P. Shortridge,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer,	John M. Wood,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Trenton Delaware Bridge Company.	Morrisville, Pa.,	Trenton, N. J.,	*Penna. R. R. Co.,	Trackage contract.	.19

* This company operates the part used for railroad purposes.

Trackage contract of June 29, 1877, between "the president, managers and company for erecting a bridge over the river Delaware at or near Trenton," and the "Philadelphia and Trenton Railroad Company" for a period of 993 years, 5 months and 10 days, which contract was assigned to the Pennsylvania Railroad Company June 30, 1871.

The lessees to have the use of the railroad track upon the southern portion of the bridge for the purpose of transportation of passengers and freight and the accommodation of all business, travel and traffic controlled by them between Philadelphia and New York and intermediate points, for which they are to pay $28,000 per annum in half yearly payments, June 20th and December 20th, with all taxes that are chargeable against the southern section of said bridge, and also at their own expense repair, renew and maintain the railroad track and the whole of the bridge piers, abutments and appurtenances, and keep the same in good order and condition.

Digitized by Google

On March 25, 1896, by supplemental agreement the rental was increased; the Pennsylvania Railroad Company to pay $4,000 more each year; $2,000 semi-annually June 20th and December 20th, and increase the contribution on account of taxes until it equals each year two-thirds the taxes paid by the bridge company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$648,900 00	Capital stock,	$298,900 00
Cash and current assets,	21,155 28	Funded debt,	360,000 00
Other assets:		Current liabilities,	1,820 00
Sinking fund,	63,000 00	Appropriations to the sinking fund,	63,000 00
		Profit and loss,	19,335 28
Grand total,	$733,055 28	Grand total,	$733,055 28

IMPORTANT CHANGES DURING THE YEAR.

One hundred thousand dollars capital stock issued and debenture certificates for $100,000 redeemed.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1889.

Under laws of what government or state organized: Pennsylvania, general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Enoch Lewis,	Philadelphia, Pa.,	Third Monday in January, 1897.
William A. Patton,	Philadelphia, Pa.,	Third Monday in January, 1897.
Samuel Rea,	Philadelphia, Pa.,	Third Monday in January, 1897.
N. P. Shortridge,	Wynnewood, Pa.,	Third Monday in January, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Monday in January, 1897.
George Wood,	Philadelphia, Pa.,	Third Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Trenton Cut-off Railroad Co.	Morrisville, Pa.,	Bucks County Line, Pa.	Penna. R. R. Co.,	Lease, ...	15.70

Lease to the Pennsylvania Railroad Company dated January 1, 1892, for one year. Rental, one dollar.

Lease to be continued from year to year, until terminated by either party on six months' notice.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,300,000 00	Capital stock, ...	$1,000,000 00
Profit and loss, ...	10 00	Funded debt, ...	1,200,000 00
		Current liabilities, ...	10 00
Grand total, ...	$1,300,010 00	Grand total, ...	$1,300,010 00

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870.

Under laws of what government or state organized: State of Pennsylvania, under date of April 4, 1868.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
E. W. Clark, ...	Philadelphia, Pa., ...	Second Monday in January.
Edward Lewis, ...	Philadelphia, Pa., ...	Second Monday in January.
E. Hill, ...	Philadelphia, Pa., ...	Second Monday in January.
C. F. Howell, ...	Philadelphia, Pa., ...	Second Monday in January.
Thomas McKean, ...	Philadelphia, Pa., ...	Second Monday in January.
F. R. Cope, ...	Philadelphia, Pa., ...	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 143 Liberty street, New York.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	L. A. Riley, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	S. Shepherd, ...	Philadelphia, Pa.
Auditor, ...	C. F. Howell, ...	Philadelphia, Pa.

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Tresckow Railroad	Silver Brook, Pa.	Audenreid, ...	Central Railroad Co. of N. J.	Lease, ...	7.56

The Tresckow Railroad was leased to the Central Railroad Company of New Jersey March 31, 1871, for 999 years, and is operated by that company in connection with the Lehigh and Susquehanna Railroad. The rental paid is one-third of the gross receipts.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$280,648 59	Capital stock, ...	$130,000 00
		Current liabilities, ...	150,648 59
Grand total, ...	$280,648 59	Grand total, ...	$280,648 59

TUSCARORA VALLEY RAILROAD COMPANY.

Date of organization: April, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
T. S. Moorhead, ...	Port Royal, Pa.	J. M. Blair, ...	Blair's Mills, Pa.
W. Schweyer, ...	Mifflintown, Pa.	H. G. Cohill, ...	Blair's Mills, Pa.
J. C. Moorhead, ...	Port Royal, Pa.	W. A. Milliken, ...	Blair's Mills, Pa.
J. C. Crawford, ...	Reed's Gap, Pa.		

Date of last meeting of stockholders for election of directors: April 13, 1896.
Post office address of general office: Port Royal, Pa.
Postoffice address of operating office: Port Royal, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, ...	T. S. Moorhead, ...	Port Royal, Pa.
President, ...	T. S. Moorhead, ...	Port Royal, Pa.
Vice President, ...	W. Schweyer, ...	Mifflintown, Pa.
Secretary and Treasurer, ...	J. C. Moorhead, ...	Port Royal, Pa.
Attorney, or General Counsel, ...	W. Schweyer, ...	Mifflintown, Pa.
General Manager, ...	T. S. Moorhead, ...	Port Royal, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Tuscarora Valley Railroad Company. ..	Port Royal, Pa., ...	Blair's Mills, Pa., ..	27

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, estimate, ...	$360,000 00	Capital stock, ...	$180,000 00
Cost of equipment, estimate, ...	20,000 00	Funded debt, provided for, ...	180,000 00
		Current liabilities, ...	1,976 19
		Profit and loss, ...	18,023 81
Grand total, ...	$380,000 00	Grand total, ...	$380,000 00

IMPORTANT CHANGES DURING THE YEAR.

Extended nine and one-half miles.

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

Under laws of what government or state organized: Act of April 8, 1861, act of February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railway Company May 23, 1884. The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
W. H. Barnes, ...	Philadelphia, Pa., ...	May 18, 1897.
John P. Green, ...	Philadelphia, Pa., ...	May 18, 1897.
G. B. Roberts, ...	Philadelphia, Pa., ...	May 18, 1897.
N. Parker Shortridge, ...	Wynnewood, Pa., ...	May 18, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	May 18, 1897.
George Wood, ...	Philadelphia, Pa., ...	May 18, 1897.

Date of last meeting of stockholders for election of directors: May 19, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	Jno. C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Tyrone and Clearfield Railway.	Vail, Pa.,	Grampian, Pa.,	Penna. R. R. Co.,	Lease,	49.63
	Branches,				84.88
Total mileage,					134.51

Lease to the Pennsylvania Railroad Company for fifty years from January 1, 1882. Rental equivalent to five per cent. dividend on capital stock, five per cent. interest on bonds (per annum), taxes on capital stock and bonds, and $10,000 per annum for the sinking fund.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,119,818 79	Capital stock,	$1,000,000 00
Cash and current assets,	38,439 55	Funded debt,	1,000,000 00
		Current liabilities,	25,000 00
		Profit and loss,	133,258 34
Grand total,	$2,158,258 34	Grand total,	$2,158,258 34

IMPORTANT CHANGES DURING THE YEAR.

Increase in mileage of branches .44 mile.

UNION RAILROAD COMPANY.

Date of organization: July 2, 1894.

Under laws of what government or state organized: Act of Assembly of Pennsylvania, of April 4, 1868, and supplements thereto.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. H. Reed,	Pittsburgh, Pa.,	Until successors are elected.
J. G. A. Leishman,	Pittsburgh, Pa.,	
A. M. Morelands,	Pittsburgh, Pa.,	
P. C. Knox,	Pittsburgh, Pa.,	
George E. McCague,	Pittsburgh, Pa.,	
R. A. Franks,	Pittsburgh, Pa.,	
William J. Post,	Pittsburgh, Pa.,	

Postoffice address of general office: Carnegie Building, Pittsburgh, Pa.
Postoffice address of operating office: Carnegie Building, Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	J. H. Reed,	Carnegie Building, Pittsburgh.
Vice President,	J. G. A. Leishman,	Carnegie Building, Pittsburgh.
Secretary and Treasurer,	R. A. Frank,	Carnegie Building, Pittsburgh.
Attorney, or General Counsel,	P. C. Knox,	Carnegie Building, Pittsburgh.
Auditor,	William J. Post,	Carnegie Building, Pittsburgh.
General Manager,	George E. McCague,	Carnegie Building, Pittsburgh.
Chief Engineer,	W. H. Smith,	Carnegie Building, Pittsburgh.

PROPERTY OPERATED.

Name.	Terminal: From—	Terminal: To—	Miles of line for each road named.
Union Railroad Company:			
Main line,			2.03
Branches,			1.02
Total mileage,			3.05

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$185,940 00	Capital stock,	$50,000 00
Cost of equipment,	162,100 00	Current liabilities,	339,551 83
Cash and current assets,	47,760 67	Profit and loss,	6,226 64
Grand total,	$395,780 67	Grand total,	$395,780 67

IMPORTANT CHANGES DURING THE YEAR.

June 30, 1895, reported one and one-half (1½) miles constructed. Up to June 30, 1896, have completed 3.05 miles of main track and branches, and 7.05 miles of side track.

Digitized by Google

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.

Under laws of what government or state organized: General laws.

If a consolidated company, name the constituent companies: Ursina and North Fork Railroad Company filed charter October 25, 1871.

Ursina and North Fork Railway Company purchased franchise of the Ursina and North Fork Railroad Company, and organized February, 1882, filing charter March, 1882.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
J. M. Reid, ...	Connellsville, Pa.	Edward Scull, ...	Somerset, Pa.
R. F. Boyts, ...	Connellsville, Pa.	E. H. Reid, ...	Scottdale, Pa.
Joseph Albree, ...	Allegheny City, Pa.		

Date of last meeting of stockholders for election of directors: May 17, 1891.

Postoffice address of general office: Scottdale, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	J. M. Reid, ...	Connellsville, Pa.
Secretary, ...	Joseph Albree, ...	Allegheny City, Pa.
Treasurer, ...	E. H. Reid, ...	Scottdale, Pa.
General Solicitor, ...	George W. Guthrie, ...	Pittsburgh, Pa.
Attorney, or General Counsel, ...	George R. Scull, ...	Somerset, Pa.
General Manager, ...	E. H. Reid, ...	Scottdale, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Ursina and North Fork Railway Company.	Ursina, Pa., ...	Edna Mills, Pa., ...	4

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$27,000 00	Capital stock	$20,000 00
Cost of equipment, ...	3,000 00	Advanced by stockholders, ...	10,000 00
Grand total, ...	$30,000 00	Grand total, ...	$30,000 00

Digitized by Google

VALLEY RAILROAD COMPANY.

Date of organization: December 18, 1893.

Under laws of what goverment or state organized: Under general railroad law, State of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
E. R. Schoonmaker,	Limestone, N. Y.,	January 14, 1897.
S. A. Mundy,	Bradford, Pa.,	January 14, 1897.
H. F. Mundy, Jr.,	Bradford, Pa.,	January 14, 1897.
H. F. Mundy, Sr.,	Bradford, Pa.,	January 14, 1897.
E. M. Bell,	Bradford, Pa.,	January 14, 1897.
Frank Williams,	Bradford, Pa.,	January 14, 1897.
S. T. Swartz,	Bradford, Pa.,	January 14, 1897.

Date of last meeting of stockholders for election of directors: January 14, 18896.

Postoffice address of general office: Binghamton, N. Y.

Postoffice address of operating office: Bradford, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	C. A. Weed,	Binghamton, N. Y.
Vice President,	E. R. Schoonmaker,	Limestone, N. Y.
Secretary,	S. T. Swartz,	Bradford, Pa.
Treasurer,	C. A. Weed,	Binghamton, N. Y.
Attorney, or General Counsel,	S. T. Swartz,	Bradford, Pa.
Auditor,	S. A. Mundy,	Bradford, Pa.
General Manager,	J. H. Beardsley,	Bradford, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Valley Railroad Company,	West Line, Pa.,	Thundershower,	5.75

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$27,181 82	Capital stock,	$15,000 00
Cost of equipment,	3,312 00	Current liabilities,	23,628 82
Cash and current assets,	16,555 56	Profit and loss,	8,420 76
Grand total,	$47,049 38	Grand total,	$47,049 38

IMPORTANT CHANGES DURING THE YEAR.

Two and three fourths miles from Glen Charles to Thundershower put in operation during past year.

Digitized by Google

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.
Under laws of what government or state organized: Pennsylvania, act of 1874.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
J. J. Brooks,	Pittsburgh, Pa.,	February 2, 1897.
James McCrea,	Pittsburgh, Pa.,	February 2, 1897.
J. T. Brooks,	Pittsburgh, Pa.,	February 2, 1897.
Jno. W. Renner,	Pittsburgh, Pa.,	February 2, 1897.
L. L. Gilbert,	Pittsburgh, Pa.,	February 2, 1897.
Jno. P. Green,	Philadelphia, Pa.,	February 2, 1897.
R. F. Downey,	Waynesburg, Pa.,	February 2, 1897.
Abner Tharp,	Waynesburg, Pa.,	February 2, 1897.
Jacob Swart,	Swart Station, Pa.,	February 2, 1897.
James S. Forsythe,	Washington, Pa.,	February 2, 1897.
Jonathan Allison,	Washington, Pa.,	February 2, 1897.
Julius Le Moyne,	Washington, Pa.,	February 2, 1897.

Date of last meeting of stockholders for election of directors: February 4, 1896.
Postoffice address of general office: Penn avenue and Tenth street, Pittsburg, Pa.
Postoffice address of operating office: Penn avenue and Tenth street, Pittsburg, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Jno. E. Davidson,	Pittsburgh, Pa.
Vice President,	J. J. Brooks,	Pittsburgh, Pa.
Secretary,	S. B. Liggett,	Pittsburgh, Pa.
Treasurer,	T. H. B. McKnight,	Pittsburgh, Pa.
Auditor,	Jno. W. Renner,	Pittsburgh, Pa.
Superintendent,	C. E. Bower,	Waynesburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Waynesburg and Washington Railroad.	Waynesburg, Pa.,	Washington, Pa.,	28.15

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$149,990 25	Capital stock,	$101,854 97
Cost of equipment,	50,764 72	Funded debt,	98,900 00
Cash and current assets,	17,997 19	Current liabilities,	9,148 88
		Profit and loss,	8,848 33
Grand total,	$218,752 16	Grand total,	$218,752 16

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company an agreed proportion of its gross traffic receipts.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

WEST CHESTER RAILROAD COMPANY.

Date of organization: February 18, 1831.

Under laws of what government or state organized: Act of Assembly of Commonwealth of Pennsylvania approved May 18, 1831, and supplements thereto approved April 8, 1833; April 16, 1838; September 6, 1843; April 27, 1844; March 8, 1855; April 19, 1856; April 21, 1858; May 17, 1864.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
John P. Green,	Philadelphia, Pa.,	Third Monday in January, 1897.
William H. Barnes,	Philadelphia, Pa.,	Third Monday in January, 1897.
Samuel Rea,	Philadelphia, Pa.,	Third Monday in January, 1897.
N. Parker Shortridge,	Wynnewood, Pa.,	Third Monday in January, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	Third Monday in January, 1897.
William A. Patton,	Philadelphia, Pa.,	Third Monday in January, 1897.
Enoch Lewis,	Philadelphia, Pa.,	Third Monday in January, 1897.

Date of last meeting of stockholders for election of directors: January 20, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa
Secretary	Frederick Schwarz,	Philadelphia, Pa
Treasurer	J. L. Vanzandt,	Philadelphia, Pa

Digitized by Google

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
West Chester Railroad Company,	916 feet east of Zermatt, Pa.	West Chester, Pa.	Penn'a Railroad Company.	Lease, ...	5.22

Lease to the Pennsylvania Railroad Company for ninety-nine years from August 6, 1879; rental, equal to five per cent. annual dividend on capital stock, five per cent. interest on bonded debt per annum and taxes.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$240,000 00	Capital stock, ...	$165,000 00
Cash and current assets, ...	102 50	Funded debt, ...	75,000 00
		Current liabilities, ...	102 50
Grand total, ...	$240,102 50	Grand total, ...	$240,102 50

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick Railroad May 27, 1852, and under existing name March 21, 1853.

Under laws of what government or state organized: Under laws of State of Maryland and Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Robert Biggs, ...	Baltimore, Md., ...	October, 1897.
C. Devries, ...	Baltimore, Md., ...	October, 1897.
E. G. Hipsley, ...	Baltimore, Md., ...	October, 1897.
L. L. Jackson, ...	Baltimore, Md., ...	October, 1897.
John C. Legg, ...	Baltimore, Md., ...	October, 1897.
J. M. Littig, ...	Baltimore, Md., ...	October, 1897.
W. S. Rayner, ...	Baltimore, Md., ...	October, 1897.
Levi Weinberger, ...	Baltimore, Md., ...	October, 1897.
H. Crawford Black, ...	Baltimore, Md., ...	October, 1897.
S. D. Schmucker, ...	Baltimore, Md., ...	October, 1897.
Wm. Keilhofer, ...	Hagerstown, Md.	October, 1897.
B. A. Betts, ...	Chewsville, Md.	October, 1897.
G. S. Haines, ...	Union Bridge, Md., ...	October, 1897.

Date of last meeting of stockholders for election of directors: October 16, 1897.

Postoffice address of general office: Baltimore, Md.

Postoffice address of operating office: Baltimore, Md.

28--9--96

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President and General Manager, ..	J. M. Hood, ...	Baltimore, Md.
Secretary and Treasurer, ...	J. T. M. Barnes, ...	Baltimore, Md.
Gen. Solicitor, Attorney or Counsel,	Charles Marshall, ...	Baltimore, Md.
General Auditor, ...	Robert Casson, ...	Baltimore, Md.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Western Maryland Railroad, ...	Baltimore, Md., ...	Williamsport, Md., ..	90
Baltimore and Cumberland Valley Railway,	Edgemont, Md., ...	Midvale, Pa., ...	3.03
Baltimore and Cumberland Valley Railroad.	Midvale, Pa., ...	Waynesboro, Pa., ...	4.55
Potomac Valley Railroad, ...	Potomac Valley Jc.,	Cherry Run, W. Va.,	24.30
Baltimore and Cumberland Valley Railroad Extension.	Waynesboro, Pa., ...	Shippensburg, Pa., ..	26.72
Northern Central Railway, ...	Baltimore, Madison street.	Fulton, ...	2.79
Total mileage, ...	.....	.....	141.19

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,366,557 90	Capital stock, ...	$1,008,950 00
Cost of equipment, ...	1,120,179 04	Funded debt, ...	4,783,272 00
Stocks owned, ...	1,028,400 00	Current liabilities, ...	703,069 64
Hillen Station property, ...	200,000 00	Stocks owned, ...	1,028,400 00
Western Maryland Terminal property, ...	131,163 81	Western Maryland Terminal property, ...	131,163 81
Western Maryland Terminal property, ...	6,126 65	Hillen Station property, ...	200,000 00
Western Maryland Terminal property, ...	41,564 49		
Cash and current assets, ...	232,132 29		
Other assets:			
Materials and supplies, ...	57,352 05		
Sinking fund, ...	278,301 71		
Profit and loss, ...	393,067 51		
Grand total, ...	$7,854,855 45	Grand total, ...	$7,854,855 45

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government, $150.48 per mile, Baltimore to Williamsport, Md.

Arrangement to a greater or less extent for making through rates upon agreed percentage basis of divisions with Pennsylvania Railroad, Norfolk and Western Railroad and Southern connections, Baltimore and Ohio Railroad, Philadelphia and Reading Railroad and Cumberland Valley Railroad.

Baltimore and Potomac Railroad and Northern Central Railway for trackage in Baltimore city.

Freight, thirty-five cents per ton; trip passenger, ten cents each way; commutation excursion, six cents each way; monthly tickets, four cent trips.

Western Union Telegraph Company.

Chesapeake and Potomac Telephone Company.

Union News Company, $1,000 per annum.

Digitized by Google

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: March 18, 1895.

Under laws of what government or state organized: Organized under laws of the States of New York and Pennsylvania, viz: Chapter 565 of the laws of 1890 of New York, as amended by chapters 362 and 367 of laws of 1891 and chapters 306, 460, 534, 676, 700 and 702 of laws of 1892 and chapter 49 of the laws of 1865 of the Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: The constituent companies were—Northwestern Pennsylvania Railway Company, the certificate of incorporation of which is dated February 25, 1895, and was filed in the office of the Secretary of the Commonwealth of Pennsylvania, March 18, 1895, and Western New York Railway Company, the certificate of incorporation of which is dated February 27, 1895, and was filed in the office of the Secretary of the State of New York, February 28, 1895.

Date of consolidation is March 18, 1895, and was authorized by a joint agreement of the proper officials of the two constituent companies above named which bears the date of March 1, 1895.

The company making this report acquired all the franchises, property and rights of Western New York and Pennsylvania Railroad Company, which was consolidated from Western New York and Pennsylvania Railroad Company, of New York, and Western New York and Pennsylvania Railroad Company, of Pennsylvania, in December, 1887, and by virtue of the statute laws of New York and Pennsylvania above specified.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Samuel G. DeCoursey,	104 S. Fifth st., Philadelphia, Pa.,	January 11, 1897.
Nicholas Thouron,	433 Chestnut st., Philadelphia, Pa.,	January 11, 1897.
Edward L. Owen,	71 Wall st., New York city,	January 11, 1897.
Pascal P. Pratt,	M. & T. Bank, Buffalo, N. Y.,	January 11, 1897.
George E. Bartol,	139 S. Front st., Philadelphia, Pa.,	January 11, 1897.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa.,	January 11, 1897.
Charles M. Lea,	706 Sansom st., Philadelphia, Pa.,	January 11, 1897.
William C. Bullitt,	Bullitt Building, Philadelphia, Pa.,	January 11, 1897.
J. Rundle Smith,	109 S. Third st., Philadelphia, Pa.,	January 11, 1897.
Isaac N. Seligman,	Mills Building, New York city,	January 11, 1897.
Rudolph Flinsch,	54 Wall st., New York city,	January 11, 1897.
Frank G. Rogers,	Drexel Building, Philadelphia, Pa.,	January 11, 1897.
Charles A. Brinley,	247 S. Sixteenth st., Philadelphia, Pa.,	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 104 South Fifth street, Philadelphia, Pa.

Postoffice address of operating office: Mooney and Brisbane Building, Buffalo, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Chairman Executive Committee,	Nicholas Thouron,	Philadelphia, Pa.
Secretary,	Joseph R. Trimble,	Philadelphia, Pa.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
General Solicitor,	Frank Rumsey,	Buffalo, N. Y.
Attorney, or General Counsel,	Francis Rawle,	Philadelphia, Pa.
Auditor,	John F. Reynolds,	Buffalo, N. Y.
Chief Engineer,	Robert D. McCreary,	Buffalo, N. Y.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main Line Owned.			
Western New York and Pennsylvania Railroad.	Buffalo, N. Y., ...	Emporium, Pa., ...	118.24
	Buffalo, N. Y., ...	Oil City, Pa., ...	136.42
	Stoneboro', Pa., ...	New Castle, Pa., ...	36
	Olean, N. Y., ...	Oil City, Pa., ...	109.99
Branch Lines Owned.			
Western New York and Pennsylvania Railroad.	Tryonville, Pa., ...	Lakeville, Pa., ...	8.50
	Titusville, Pa., ...	Pioneer, Pa., ...	8.93
Lines of Proprietary Companies all of whose Capital Stock is Owned by this Company.			
Union Terminal Railroad, ...	Buffalo, N. Y., ...	D., L. & W. crossing,	2.31
Olean, Bradford and Warren Railroad of New York.	Olean, N. Y., ...	State Line, ...	12.53
Olean, Bradford and Warren Railway of Pennsylvania.	State Line, ...	Bradford, Pa., ...	10.11
Bradford Railway of Pennsylvania, ...	Bradford, Pa., ...	Kinzua Jc., Pa., ...	14.75
Kinzua Railway of Pennsylvania, ...	Kinzua Junc., Pa.,...	Kinzua, Pa., ...	11.04
McKean and Buffalo Railroad, ...	Larabee, Pa., ...	Clermont, Pa., ...	22.15
Genesee Valley Canal Railroad, ...	Hinsdale, N. Y., ...	Rochester, N. Y., ...	98.54
Genesee Valley Terminal Railroad, ...	Terminal, N. Y., ...	Lincoln Park, N. Y.,	2.46
Rochester, New York and Pennsylvania Railroad.	Munda Junction, ...	Swains, ...	12
Traffic Leases or Contracts.			
Pennsylvania Railroad, Philadelphia and Erie division.	Warren, Pa., ...	Irvineton, Pa.,..... ...	6.30
Lake Shore and Michigan Southern Railway.	Oil City, Pa., ...	Stoneboro', Pa., ...	30.00
Total mileage,.....	.....	.....	643.16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$47,772,216 88	Capital stock, ...	$20,000,000 00
Cost of equipment, ...	3,651,850 87	Funded debt, ...	30,141,748 18
Stocks owned,.....	132,475 62	Current liabilities, ...	668,524 12
Bonds owned,.....	553,785 42	Real estate mortgages,.....	289,798 85
Union Terminal Railroad, ...	200,619 67	Accrued interest on funded debt not yet payable, ...	50,000 00
Cash and current assets, ...	645,111 20	Old coupon account,.....	127 50
Other assets:		Kinzua Valley freight warrants,	57,000 00
Materials and supplies, ...	189,167 79	Profit and loss, ...	1,929,628 19
Grand total, ...	$53,136,226 84	Grand total, ...	$53,136,226 84

IMPORTANT CHANGES DURING THE YEAR.

The operation of seven and one-half miles of standard gauge line between Lakeville and Union City, Pa., and 18.28 miles of narrow gauge line between Eldred and Tarport, Pa., is still temporarily discontinued.

The line at Wadsworth Junction has been straightened to avoid four sharp curves, aggregating 193 degrees, resulting in a decrease of seven-tenths miles in mileage reported.

Five first-class iron and steel bridges have been erected; 4,250 tons of standard section 67 and and 80-pound steel rails were laid, covering 38.27 miles; 53.71 miles of track were thoroughly ballasted with 52,430 cubic yards (9,056 car loads) of first-class ballast; 170,261 cross ties, mostly white oak, were put in track and sidings; 121,924 cubic yards of earth were moved in widening embankments and excavations, filling trestles, grading for connecting tracks, etc., and 1,207 cubic yards of rip rap were used in protecting road-bed and bridge masonry; 60.18 miles of standard fence were built and five modern station buildings have been erected.

Digitized by Google

$773,000.00 Western New York and Pennsylvania Railroad Company first mortgage five per cent. bonds were issued to take up a like amount of Warren and Franklin Railroad Company seven per cent. first mortgage bonds, which matured February 1, 1896.

Principal and deferred interest amounting to $54,266.40 on equipment contracts issued previous to this year have been paid, leaving $188,252.28 principal and interest on such contracts outstanding.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, December 15, 1892.

Postmaster General's Adjustments to Pay as Follows.

Route 107,058, Buffalo to Emporium, August 9, 1893.
Route 107,061, Buffalo to Corry, August 29, 1893.
Route 107,122, Rochester to Hinsdale, August 29, 1893.
Route 110,025, Irvine to Corry, August 9, 1893.
Route 110,068, Lincolnville to Tyronville, August 19, 1893.
Route 110,091, Larabee to Clermont, August 9, 1893.
Route 110,096, New Castle to Stoneboro, August 9, 1893.
Route 110,121, Bradford to Olean, August 11, 1893.
Route 110,122, Eldred to Bradford, August 11, 1893.
Route 110,164, Warren to Salamanca, August 3, 1893.
Route 110,188, Bradford to Kinzua, August 3, 1893.
Pullman's Palace Car Company, May 2, 1892.
Empire Transportation Company, April 1, 1873.
Empire Transportation Company, Green Line business, November 4, 1875.
Buffalo Creek Railroad Company, January 1, 1888.
Pennsylvania Railroad, Clermont Line, July 8, 1889.
L. S. & M. S. Ry. Co. tracks between Oil City and Stoneboro, joint use, May 31, 1892.
Pennsylvania Railroad traffic between Warren and Irvineton, June 30, 1894.
Western Union Telegraph Company, September 1, 1880, and May 20, 1882.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 22, 1860.

Under laws of what government or state organized: State of Pennsylvania, act of March 22, 1860; April 27, 1864; supplement to act of April 27, 1864; act March 22, 1865; supplements to act of incorporation, April 27, 1866; April 10, 1867; February 25, 1870; March 25, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Enoch Lewis,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
G. B. Roberts,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
Samuel Rea,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
N. Parker Shortridge,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
Henry D. Welsh,	Philadelphia, Pa.,	3d Wednesday in February, 1897.
George Wood,	Philadelphia, Pa.,	3d Wednesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 19, 1896.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Western Pennsylvania Railroad.	Bolivar,	Butler, Pa.,	Penn'a Railroad Company.	Lease,	70.63
Branches,					66.47
Totals mileage,					137.10

Lease to the Pennsylvania Railroad Company dated June 1, 1885, for forty years from that date; rental, net earnings.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,602,304 87	Capital stock,	$1,775,000 00
Cash and current assets,	827,670 22	Funded debt,	4,004,100 00
		Current liabilities,	25,049 00
		Mortgages and grounds rents payable,	77,302 50
		Profit and loss,	1,548,523 69
Grand total,	$7,429,975 19	Grand total,	$7,429,975 19

IMPORTANT CHANGES DURING THE YEAR.

First mortgage bonds, Pittsburgh branch, redeemed, $430,900.00.

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line Railway Company, organized February 12, 1885, act April 8, 1861, State of Pennsylvania.

Wheeling, Pittsburgh and Baltimore Railroad Company, organized January 15, 1873, act April 8, 1861, State of Pennsylvania, House bill No. 3; February 29, 1892, State of West Virginia.

Operated by Baltimore and Ohio Railroad Company.

Digitized by Google

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
J. B. Washington, ...	Pittsburgh, Pa.	W. W. Smith, ...	Washington, Pa.
A. M. Byers, ...	Pittsburgh, Pa.	Wm. Workman, ...	Washington, Pa.
J. S. Humbird, ...	Pittsburgh, Pa.	C. F. Mayer, ...	Baltimore, Md.
Johns McCleave, ...	Pittsburgh, Pa.		

Date of last meeting of stockholders for election of directors: January 13, 1896.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	J. B. Washington, ...	Pittsburgh, Pa.
Secretary, ...	A. W. Black, ...	Pittsburgh, Pa.
Treasurer, ...	W. H. Ijams, ...	Baltimore, Md.
Auditor, ...	G. W. Booth, ...	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Miles of line.
	From—	To—		
The Wheeling, Pittsburgh and Baltimore Railroad Co.	Glenwood, Pa., ..	Wheeling, W. Va.,	B. & O. R. R. Co.,.	61.80
Ohio and Baltimore Short Line Railway Co., Western div.	Zediker, Pa., ...	Washington, Pa.,...	B. & O. R. R. Co.,.	4
Total mileage, ...	.....	.....	.....	65.80

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

The Ohio and Baltimore Short Line Railway Company, from Zedeker to Washington, Pa., leased to the Wheeling, Pittsburgh and Baltimore Railroad Company, by instrument dated August 5, 1887, for 999 years, at an annual rental of one dollar.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$7,181,380 32	Capital stock, ...	$5,500,000 00
Profit and loss, ...	4,615,471 80	Funded debt, ...	5,500,000 00
		Current liabilities,.....	796,852 12
Grand total, ...	$11,796,852 12	Grand total, ...	$11,796,852 12

Digitized by Google

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

Under laws of what government or state organized: General law of the State of Pennsylvania approved April 4, 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
N. Parker Shortridge, ...	Wynnewood, Pa., ...	Second Tuesday in February, 1897.
W. Hasell Wilson, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.
Henry D. Welsh, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.
William A. Patton, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.
Amos R. Little, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.
J. Bayard Henry, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.
Samuel Rea, ...	Philadelphia, Pa., ...	Second Tuesday in February, 1897.

Date of last meeting of stockholders for election of directors: February 11, 1896.

Postoffice address of general office: General Office, Broad Street Station, Philadelphia.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	N. Parker Shortridge, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	J. S. Vanzandt, ...	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Wilcox Railroad Company.	Wilcox, Pa., ..	End of track,..	The Pennsylvania Railroad Co.	Resolutions of board.	2.65

The Wilcox Railroad was operated by the Pennsylvania Railroad Company under certain rules and regulations as set forth in resolutions adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company and the Wilcox Railroad Company, respectively, copy of which has been filed with your department.

No separate accounts thereof being kept, we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$21,625 60	Capital stock, ...	$25,000 00
Cash and current assets, ...	3,374 40		
Grand total, ...	$25,000 00	Grand total, ...	$25,000 00

Digitized by Google

WILKES-BARRE AND EASTERN RAILROAD COMPANY.

Date of organization: April 19, 1892.

Under laws of what government or state organized: Under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Names.	Postoffice Address.
W. P. Ryman, ...	Wilkes-Barre, Pa.	R. E. F. Fleach, ..	New York, N. Y.
J. W. Hallenback, ..	Wilkes-Barre, Pa.	W. E. Magle, ...	New York, N. Y.
H. A. Fuller, ...	Wilkes-Barre, Pa.	R. H. Kintner, ...	Stroudsburg, Pa.
F. C. Sturges, ...	Wilkes-Barre, Pa.	B. R. Roome, ...	Arlington, N. J.
A. Rosenfeld, ...	New York, N. Y.		

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Wilkes-Barre, Pa.

Postoffice address of operating office: No. 26 Courtlandt street, New York, N. Y.

OFFICERS.

Title.	Name.	Location of Office.
President, ...	W. P. Ryman, ...	Wilkes-Barre, Pa.
Vice President, ...	A. Rosenfeld, ...	New York, N. Y.
Secretary, ...	B. R. Roome, ...	New York, N. Y.
Treasurer, ...	E. E. Gardner, ...	New York, N. Y.
Auditor, ...	Charles V. Ware, ...	New York, N. Y.

PROPERTY OPERATED.

Name.	From—	To—	Miles of line for each road named.
Wilkes-Barre and Eastern Railroad Company.	Wilkes-Barre, Pa., ..	Stroudsburg, Pa.....	65.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$6,073,087 51	Capital stock, ...	$3,000,000 00
Other assets:		Funded debt, ...	3,000,000 00
Materials and supplies, ...	19,703 14	Current liabilities, ...	188,243 57
Profit and loss, ...	95,452 92		
Grand total, ...	$6,188,243 57	Grand total, ...	$6,188,243 57

CONTRACTS, AGREEMENTS, ETC.

This company is operated by the New York, Susquehanna and Western Railroad Company under the terms of a traffic contract between the two companies.

Digitized by Google

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

Under laws of what government or state organized: Pennsylvania, April 4, 1868, and supplements thereto.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Robert H. Sayre,	South Bethlehem, Pa.,	January, 1897.
John B. Garret,	Philadelphia, Pa.,	January, 1897.
George W. Shonk,	Wilkes-Barre, Pa.,	January, 1897.
Charles Hartshorne,	Philadelphia, Pa.,	January, 1897.
Rollin H. Wilbur,	South Bethlehem, Pa.,	January, 1897.
Albert Lewis,	Bear Creek, Pa.,	January, 1897.
John Markle,	Jeddo, Pa.,	January, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia, Pa.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia, Pa.
Secretary and Treasurer,	David G. Baird,	Philadelphia, Pa.
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Under what kind of contract operated.	Miles of line.
Wilkes-Barre and Harvey's Lake Railroad Co.	Luzerne,	Shawanese Lake.	Lehigh Valley R. R. Co.	Stock ownership.	14.06
Branches and spurs	Black Diamond breaker.	Cut-off Jc.,			1.12
Total mileage,					15.18

The Lehigh Valley Railroad Company owns the entire capital stock of the Wilkes-Barre and Harvey's Lake Railroad, and the latter road is operated as a part of the Lehigh Valley Railroad system.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$342,846 25	Capital stock,	$150,000 00
		Current liabilities,	192,846 25
Grand total,	$342,846 25	Grand total,	$342,846 25

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

Under laws of what government or state organized: State of Pennsylvania, under general law of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
F. R. Cope,	Philadelphia,	Second Monday in January.
E. S. Buckley,	Philadelphia,	Second Monday in January.
S. Shepherd,	Philadelphia,	Second Monday in January.
E. Hill,	Philadelphia,	Second Monday in January.
C. F. Howell,	Philadelphia,	Second Monday in January.
C. A. Ross,	Philadelphia,	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third street, Philadelphia, Pa.

Postoffice address of operating office: 143 Liberty street, New York.

OFFICERS.

Title.	Name.	Location of Office.
President,	L. A. Riley,	Philadelphia, Pa.
Secretary and Treasurer,	S. Shepherd,	Philadelphia, Pa.
Auditor,	C. F. Howell,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wilkes-Barre and Scranton Ry.	Minooka Junc.,	Scranton,	C. R. R. of N. J.,	Lease,	4.85

The Wilkes-Barre and Scranton Railway was leased to the Lehigh Coal and Navigation Company May 1, 1888, at an annual rental of $47,500 and the taxes, for the term of and during the continuance of the charter of the Wilkes-Barre and Scranton Railway Company, less one year.

The lease was transferred to the Central Railroad Company of New Jersey, the same date (May 1, 1888) and the road is operated by that company as lessees.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,085,055 91	Capital stock,	$500,000 00
		Funded debt,	500,000 00
		Current liabilities,	85,055 91
Grand total,	$1,085,055 91	Grand total,	$1,085,055 91

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: Reorganized September 1, 1882, as the Williamsport and North Branch Railroad Company.

Under laws of what government or state organized: Under general act of State of Pennsylvania, May 21, 1864.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
George V. Foreman,	Buffalo, N. Y.,	Third Wednesday in May, 1897.
J. Henry Cochran,	Williamsport, Pa.,	Third Wednesday in May, 1897.
Eugene R. Payne,	Williamsport, Pa.,	Third Wednesday in May, 1897.
Seth T. McCormick,	Williamsport, Pa.,	Third Wednesday in May, 1897.
R. E. Eavenson,	Hughesville, Pa.,	Third Wednesday in May, 1897.
J. Raymond Claghorn,	Philadelphia, Pa.,	Third Wednesday in May, 1897.

Date of last meeting of stockholders for election of directors: May 20, 1896.

Postoffice address of general office: Hughesville, Pa.

Postoffice address of operating office: Hughesville, Pa.

OFFICERS.

Title.	Name.	Location of Office.
Vice President,	George V. Foreman,	Buffalo, N. Y.
Secretary,	Seth T. McCormick,	Williamsport, Pa.
Treasurer,	J. Henry Cochran,	Williamsport, Pa.
Auditor,	George L. Simpson,	Hughesville, Pa.
General Manager,	R. E. Eavenson,	Hughesville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road.
	From—	To—	
Williamsport and North Branch Railroad.	Halls, Pa.,	Satterfield, Pa.,	44.40
Birch Creek Branch	Birch Creek, Pa.,	Bernice, Pa.,	.60
Total mileage,			45.00

Digitized by Google

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,947,037 97	Capital stock,	$1,225,362 00
Cost of equipment,	66,146 08	Funded debt,	1,125,000 00
Stocks owned,	3,850 00	Current liabilities,	176,820 99
Other permanent investments,	354,353 29	Accrued interest on funded debt not yet payable,	18,750 00
Lands owned,	51,225 57		
Cash and current assets,	24,659 88		
Other assets:			
Materials and supplies,	4,601 53		
Profit and loss,	93,655 67		
Grand total,	$2,545,942 99	Grand total,	$2,545,942 99

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays this company forty per cent. of its net earnings, and ten per cent. of its gross receipts; also, a proportion of the expenses of train messenger service.

The compensation allowed by the United States Government for transportation of mails is a fixed annual rate per mile of road, which is made in accordance with the extent of the service performed, based upon the actual weight of the mails carried.

The Philadelphia, Reading and Lehigh Valley Railroads transact business at current joint rates, on a percentage basis of mileage.

The Western Union Telegraph Company allows this company thirty-three and one-third per cent. of the gross receipts on business over our line.

WILLIAMS VALLEY RAILROAD COMPANY.

Date of organization: September 19, 1891.

Under laws of what government or state organized: Act of April 1, 1868, and supplemental May 13, 1876, etc.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Colonel John Jameson,	Bloomsburg, Pa.,	January, 1887.
A. P. Baker,	Norristown, Pa.,	January, 1887.
C. M. Kaufman,	Tower City, Pa.,	January, 1887.
Dr. E. F. Phillips,	Tower City, Pa.,	January, 1887.
J. W. Durbin,	Williamstown, Pa.,	January, 1887.
Amos Lebo,	Williamstown, Pa.,	January, 1887.
Edw. Lebo,	Lykens, Pa.,	January, 1887.
Isaac Mossop,	Wiconisco, Pa.,	January, 1887.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: Tower City, Pa.

Postoffice address of operating office: Tower City, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Colonel John Jameson,	Tower City, Pa.
Secretary,	C. M. Kaufman,	Tower City, Pa.
Treasurer,	Dr. E. F. Phillips,	Tower City, Pa.
Auditor,	C. M. Kaufman,	Tower City, Pa.
General Manager,	A. P. Baker,	Tower City, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road operated.
	From—	To—	
Williams Valley Railroad, ...	Brookside, Pa., ...	Lykens, Pa., ...	12

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$185,024 62	Capital stock, ...	$90,000 00
Cost of equipment, ...	14,000 00	Funded debt, ...	87,000 00
Cash and current assets, ...	13,526 56	Current liabilities, ...	14,674 06
		Profit and loss, ...	20,877 12
Grand total, ...	$212,551 18	Grand total, ...	$212,551 18

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

Under laws of what government or state organized: Under law of General Assembly of state of Delaware, of February 22, 1877, and law of State of Pennsylvania, of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861; March 24, 1865, and April 10, 1869.

Name of original corporation the Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term
Colonel H. A. Du Pont, ...	Wilmington, Delaware, ...	First Monday of May, 1897.
George Brooke, ...	Birdsboro, Pa., ...	First Monday of May, 1897
Dr. Charles Huston, ...	Coatesville, Pa., ...	First Monday of May, 1897.
A. L. Foster, ...	Montchanin, Delaware, ...	First Monday of May, 1897.
John S. Gerhard, ...	251 S. 4th street, Phila., Pa.,	First Monday of May, 1897.
L. Heber Smith, ...	Joanna, Pa., ...	First Monday of May, 1897.
H. K. Kurtz, ...	Coatesville, Pa., ...	First Monday of May, 1897.

Date of last meeting of stockholders for election of directors: May 4, 1896.

Postoffice address of general office: Wilmington, Delaware.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	Colonel H. A. Du Pont,	Wilmington, Del.
Secretary,	E. B. Shurter,	Wilmington, Del.
Treasurer,	A. G. McCausland,	Wilmington, Del.
Attorney for Delaware,	Edward G. Bradford,	Wilmington, Del.
Attorney for Pennsylvania	William M. Hayes,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	Colonel H. A. Du Pont,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lines Owned.			
Main line,	Wilmington, Del.,	Highs Junction, Pa.,	71.60
Wharf branch,	Junction with main line near Cedar st., Wilmington, Del.	W. and N. Railroad wharf, Christiana river, with spur to Delaware Mills,	.90
Delaware River Extension branch,	Junction with main line, Beech street, Wilmington, Del.	W. & N. R. R. wharf, Delaware river,	3.76
South Walnut street branch,	Junction with Delaware River Extension branch at S. Wilmington.	Market street bridge, South Wilmington,	1.07
Christian avenue branch,	Junction with Delaware River Extension branch at S. Wilmington	Third street bridge, South Wilmington.	1.87
Kentmere Branch,	Junction with main line near Silver Brook,	Kentmere, Del., with spur to Hagley, Del.	2.77
Rockland branch,	Montchanin, Del.,	Rockland, Del.,	1.00
French Creek branch,	Springfield, Pa.,	St. Peters, Pa.,	5.90
Lines Operated Under Contract for Passenger Business Only.			
Schuylkill and Lehigh railroad,	Highs Junction, Pa.,	Second and Cherry streets, Reading, Pa.	2.42
West Reading railroad,	Second and Pine streets, Reading, Pa., junction with West Reading Railroad.	Junction with Lebanon Valley R. R., P. & R. railroad station, Reading, Pa.	1.47
Total mileage,			92.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,225,632 37	Capital stock,	$1,278,000 00
Cost of equipment,	465,014 25	Funded debt,	772,500 00
Stocks owned,	38,650 00	Current liabilities,	203,041 82
Cash and current assets,	195,174 76	Accrued interest on funded debt not yet payable,	4,868 75
Other assets: Materials and supplies,	47,977 15	Profit and loss,	714,014 96
Grand total,	$2,972,478 53	Grand total,	$2,972,478 53

Digitized by Google

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company, for Wilmington and Northern express business.

Arrangement with United States government for transporting mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company, for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

Under laws of what government or state organized: State of Pennsylvania, under act of April 4, 1868, and supplements thereto.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Edward Lewis,	Philadelphia, Pa,	Second Monday in January.
Thomas McKean,	Philadelphia, Pa,	Second Monday in January.
S. Shepherd,	Philadelphia, Pa,	Second Monday in January.
E. Hill,	Philadelphia, Pa,	Second Monday in January.
E. W. Clark, Jr.,	Philadelphia, Pa,	Second Monday in January.
C. F. Howell,	Philadelphia, Pa,	Second Monday in January.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: 226 South Third Street, Philadelphia, Pa.

Postoffice address of operating office: 143 Liberty Street, New York.

OFFICERS.

Title.	Name.	Location of Office.
President,	L. A. Riley,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	Philadelphia.
Auditor,	C. F. Howell,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Terminals.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
Name. From—	To—			
Wind Gap and Delaware Railroad. Bangor, Pa.,	Lake Popondamming, Pa.	C. R. R. Co. of N. J.	Lease,	8.96

Digitized by Google

The Wind Gap and Delaware Railroad is operated by the Central Railway Company of New Jersey, in connection with the Lehigh and Lackawanna Railroad, under an operating agreement.

The Central Railroad Company of New Jersey pay, as rental, of the Lehigh and Lackawanna and Wind Gap and Delaware Railroads 21 per cent. of the gross receipts, with a minimum rental of $18,000 per annum.

Agreement is made for five years from January 1, 1893.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$181,486 26	Capital stock,	$100,000 00
Cash and current assets,	50,000 00	Current liabilities,	131,486 26
Grand total,	$231,486 26	Grand total,	$231,486 26

YORK SOUTHERN RAILROAD COMPANY.

Date of organization: November 1, 1891.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
Warren F. Wolworth,	Cleveland, Ohio,	May 28, 1896.
J. C. Neville,	Bay City, Mich.,	May 28, 1896.
W. F. Bay Stewart,	York, Pa.,	May 28, 1896.
H. C. Niles,	York, Pa.,	May 28, 1896.
M. H. Houseman,	Baltimore, Md.,	May 28, 1896.
George P. Smyser,	York, Pa.,	May 28, 1896.
Charles I. Nes,	York, Pa.,	May 28, 1896.
Charles Adler,	Baltimore, Md.,	May 28, 1896.

Date of last meeting of stockholders for election of directors: May 28, 1896.

Postoffice address of general office: York, Pa.

Postoffice address of operating office: York, Pa.

OFFICERS.

Title.	Name.	Location of Office.
President,	Warren F. Walworth,	Cleveland, Ohio.
Vice President,	J. C. Neville,	Bay City, Mich.
Secretary,	M. H. Houseman,	Baltimore, Md.
Treasurer,	C. C. Frick,	York, Pa.
Attorney, or General Counsel,	H. C. Niles,	York, Pa.
Auditor,	George H. Rogers,	York, Pa.
General Manager,	S. M. Manefred,	York, Pa.

Digitized by Google

PROPERTY OPERATED.

Name.	Terminals.		Miles of line operated.
	From—	To—	
York Southern Railroad Company, ...	[illegible]s, Pa., ...	Peach Bottom, Pa.,	[illegible]

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$[illegible]	Capital stock, ...	$600,000 00
Cost of equipment, ...	[illegible]	Funded debt, ...	425,710 [illegible]
Other permanent investments, .	[illegible]	Current liabilities, ...	100,065 [illegible]
Cash and current assets, ...	[illegible]	Profit and loss, ...	5,460 [illegible]
Profit and loss, ...	[illegible]		
Grand total, ...	$[illegible]	Grand total, ...	$1,145,236 [illegible]

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.
United States mail.
Traffic agreement with Pennsylvania Railroad Company, dated February 1, 1896.

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

Under laws of what government or state organized: Incorporated under "a supplement" passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

Operated by the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

DIRECTORS.

Names.	Postoffice Address.	Date of Expiration of Term.
H. C. Frick, ...	Pittsburgh, ...	January 11, 1897.
John Walker, ...	Pittsburgh, ...	January 11, 1897.
Henry Phipps, Jr., ...	Pittsburgh, ...	January 11, 1897.
H. M. Curry, ...	Pittsburgh, ...	January 11, 1897.
J. G. A. Leishman, ...	Pittsburgh, ...	January 11, 1897.
H. W. Barntracger, ...	Pittsburgh, ...	January 11, 1897.
George Lander, ...	Pittsburgh, ...	January 11, 1897.

Date of last meeting of stockholders for election of directors: January 13, 1896.

Postoffice address of general office: P. O. Box 250, Pittsburgh, Pa.

Postoffice address of operating office: Pittsburgh, Pa.

Digitized by Google

OFFICERS.

Title.	Name.	Location of Office.
President,	H. C. Frick,	Pittsburgh, Pa.
Secretary,	W. C. Magee,	Pittsburgh, Pa.
Treasurer,	G. B. Bosworth,	Pittsburgh, Pa.
Attorney, or General Counsel,	W. F. McCook,	Pittsburgh, Pa.

PROPERTY LEASED.

Name.	Terminals. From—	Terminals. To—	By What Company Operated.	Miles of line for each road named.
Youghiogheny Northern Railway Company.	Broad Ford, Pa.,	Summit, Pa.,	Pittsburgh, McKeesport and Youghiogheny Railroad.	2 [illegible]

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Youghiogheny and Northern Railway Company, leased to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburgh, McKeesport and Youghiogheny Railway, during the term of this lease.

The Pittsburgh, McKeesport and Youghiogheny Railroad Company are to make all returns to the State.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$400 000 00	Capital stock,	$400,000 00
Cash and current assets,	5,022 61	Profit and loss,	5,022 61
Grand total,	$405,022 61	Grand total,	$405 022 61

Digitized by Google

Digitized by Google

STREET RAILWAY REPORT.

Digitized by Google

Digitized by Google

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Morris L. Kauffman, President	Allentown, Pa.
Jilson J. Coleman, Secretary,	Allentown, Pa.
Jilson J. Coleman, Treasurer,	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Morris L. Kauffman,	Allentown, Pa.
Jilson J. Coleman,	Allentown, Pa.
Wilson J. Hartzell,	Allentown, Pa.
Albert L. Johnson,	Brooklyn, N. Y.
Robert E. Wright,	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 29, 1865.

Incorporated under the act of Assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Allentown Passenger Railway Company," approved March 21, 1865; supplement thereto approved April 9, 1867; a further supplement approved March 4, 1868.

Originally operated by horses. On May 29, 1891, leased to Allentown and Bethlehem Rapid Transit Company, and on January, 1895, lease to Allentown and Bethelehem Rapid Transit Company was transferred to Allentown and Lehigh Valley Traction Company.

Conditions of lease of May 29, 1891: Allentown and Bethlehem Rapid Transit Company agreed to maintain right of way, road-bed and track construction and guarantees payment of interest on bonds of this company. In transfer of lease to Allentown and Lehigh Valley Traction Company same conditions are agreed to.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$400,000 00	Capital stock,	$200,000 00
		Funded debt,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

Digitized by Google

ALLENTOWN AND BETHLEHEM RAPID TRANSIT RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Robert E. Wright, President	Allentown, Pa.
Wilson J. Hartzell, Secretary	Allentown, Pa.
Wilson J. Hartzell, Treasurer	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Robert E. Wright	Allentown, Pa.
Wilson J. Hartzell	Allentown, Pa.
Albert L. Johnson	Brooklyn, N. Y.
Jilson J. Coleman	Allentown, Pa.
George O. Albright	Allentown, Pa.
Morris L. Kauffman	Allentown, Pa.
A. F. Walter	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Incorporated April 4, 1891, under motive power act of March 22, 1887. On May 29, 1891, this company leased for 999 years properties of Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, Bethlehem and South Bethlehem Street Railway Company. This company then built a power plant and furnished a complete equipment for its leased lines, beginning operations July 1, 1891. The conditions of lease being agreement to maintain the right of way, road-bed and track construction of the leased lines and guarantee payment of bonds and interest.

On January 1, 1895, this company was leased to the Allentown and Lehigh Valley Traction Company, and its leases of the Allentown Passenger Railway Company, Bethlehem and South Bethlehem Street Railway Company and Bethlehem and Allentown Street Railway Company were transferred at the same time to the Allentown and Lehigh Valley Traction Company. The entire system being operated by electricity.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road	$2,100,000 00	Capital stock	$1,400,000 00
		Funded debt	700,000 00
Total	$2,100,000 00	Total	$2,100,000 00

Digitized by Google

ALLENTOWN AND LEHIGH VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Albert Johnson, President	Brooklyn, N. Y.
A. F. Walter, Secretary	Allentown, Pa.
A. F. Walter, Treasurer	Allentown, Pa.
Jilson J. Coleman, General Manager	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Albert L. Johnson	Brooklyn, N. Y.
A. F. Walter	Allentown, Pa.
Jilson J. Coleman	Allentown, Pa.
Tom L. Johnson	Cleveland, Ohio.
Robert E. Wright	Allentown, Pa.
Morris L. Kauffman	Allentown, Pa.
Wilson J. Hartzell	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 21, 1893.

Incorporated under motive power act, March 22, 1887. This company built a power plant and began operating cars over the line of the Lehigh Valley Traction Company on the 15th of October, 1892, under lease of May, 1892. On March 8, 1894, this company assumed control of the Allentown and Bethlehem Rapid Transit Company, and the two corporations were operated as one consolidated system from that time on.

On January 1, 1895, this company leased for 999 years the Catasauqua and Northern Street Railway Company, and the Allentown and Bethlehem Rapid Transit Company, and on the same day the leases of the Allentown Passenger Railway Company, Bethlehem and Allentown Street Railway Company, and the Bethlehem and South Bethlehem Street Railway Company to the Allentown and Bethlehem Rapid Transit Company were transferred to the Allentown and Lehigh Valley Traction Company.

The original capital stock of the company was $1,500,000.00; 15,000 shares at $100.00 each par value. On January 1, 1895, a consolidated mortgage was issued for $2,000,000.00, the capital stock being increased to $4,000,000.00. The bonded indebtedness of this company was originally a first mortgage of $750,000.00. One million five hundred thousand dollars of bonds of the consolidated mortgage were placed in the hands of trustees to redeem the first mortgage bonds of the Allentown and Bethlehem Rapid Transit Company.

Five hundred thousand dollars six per cent., the second mortgage bonds of the Allentown and Bethlehem Rapid Transit Company, $200,000.00 six per cent. and the first mortgage bonds of the Allentown and Lehigh Valley Traction Company, $750,000.00, five per cent. The consolidated bonds were five per cent., due 1925. Terms of lease being agreement to maintain the right of way, road-bed and tracks of the lines leased, and guarantee of payment of bonds and interest on same.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From.	To.	Leased.	No. of miles.
Allentown Passenger Railway Company,	Allentown, ...	Catasauqua, ...	Leased, ...	11.124
Catasauqua and Northern, ..	Catasauqua, ...	Coplay and Siegfreds, ..	Leased, ...	3.582
Bethlehem and Allentown Street Railway Company,	Allentown, ...	Bethlehem, ...	Leased, ...	6.843
Bethlehem and South Bethlehem Street Railway Co.	Bethlehem, ...	South Bethlehem, ...	Leased, ...	5.350
Lehigh Valley Traction, ...	Catasauqua, ...	Through Allentown to South Bethlehem.	Leased, ...	18.351
				45.260

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$730,918 90	Capital stock, ...	$1,500,000 00
Cost of equipment, ...	891,875 68	Funded debt, ...	1,700,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies, ...	1,940,846 99	Interest on funded debt due and accrued, ...	11,466 67
Current assets as follows, viz:			
Cash on hand, ...	935 51	Loans, ...	676,760 30
Open accounts, ...	14,772 76	Accounts payable, ...	75,832 84
Material and supplies on hand,	21,465 89	Purchase account, ...	214,397 18
Sundries, suspense, ...	33,869 69	Profit and loss, ...	92,255 38
Bond discount, ...	67,750 00		
Construction electric light company, ...	38,047 96		
Total, ...	$3,740,513 38	Total, ...	$3,740,513 38

ALLEGHENY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
George B. Hill, President,	Allegheny, Pa
A. M. Keeper, Secretary,	Allegheny, Pa.
A. M. Keeper, Treasurer,	Allegheny, Pa.

DIRECTORS.

Name.	Residence.
George B. Hill,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.
Fred. Geoinne,	Allegheny, Pa.
J. D. Nicholson,	Pittsburgh, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

This company was incorporated July 23, 1890, with a capital stock of $350,000, and leased from the Citizens' Traction Company, the owner thereof, the Transverse Passenger Railway Company.

On April 19, 1894, the company leased and agreed to operate the railway of the Millvale, Etna and Sharpsburg Street Railway Company.

In June, 1894, the capital stock of the company was increased to $500,000.00.

DETAILS OF ROADS OWNED AND LEASED.

Road leased April 1, 1896, to Fort Pitt Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$428,011 84	Capital stock,	$500,000 00
Cost of equipment,	42,220 94	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Loans,	10,000 00
Stock of other companies,	750,000 00	Bonds M., E. & S. Street Railway Company,	750,000 00
Franchises,	335,000 00	Profit and loss,	355,842 60
Investment,	1,050 00		
Lease Transverse Passenger Railway Company,	179,114 65		
Current assets as follows, viz:			
Cash on hand,	17,591 81		
Open accounts,	2,853 36		
Total,	$1,615,842 60	Total,	$1,615,842 60

ALTOONA AND LOGAN VALLEY ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Lloyd, President,	Altoona, Pa.
C. A. Buch, Secretary,	Altoona, Pa.
C. A. Buch, Treasurer,	Altoona, Pa.
S. S. Crane, Superintendent,	Altoona, Pa.

DIRECTORS.

Name.	Residence.
John Lloyd,	Altoona, Pa.
M. H. Canon,	Altoona, Pa.
A. C. Shaud,	Altoona, Pa.
C. C. Campbell,	Altoona, Pa.
William P. Smith,	Hollidaysburg, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of Charter: December 12, 1892.

Organized December 16, 1892. Chartered December 12, 1892. Work started in January, 1893. Line from Twelfth street, Altoona, to Hollidaysburg, completed June 12, 1893, a distance of about six miles. Line from Sixth avenue and Road street, Altoona, to Red Bridge junction, through Juniata to Opera House, Altoona, a distance of about three miles, completed in October, 1893. Line from Red Bridge junction to Opera House, Bellwood, a distance of five miles, completed July 1, 1894.

Double track from power house to Campus Ridge, about 9,660 feet, completed June, 1894. Extension from public square, Hollidaysburg, to passenger station, Gaysport, about 1 100 feet, completed July, 1894.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$602,512 55	Capital stock, ...	$377,850 00
Other permanent investments as follows, viz:		Funded debt, ...	485,000 00
Stock of other companies, ...	323,116 84	Current liabilities as follows, viz:	
Current assets as follows, viz:		Interest on funded debt due and accrued, ...	17,500 00
Cash on hand, ...	14,237 90	Loans, ...	36,382 09
Open accounts, ...	23,393 53	Sundries, current accounts, ..	5,451 65
		Contingent fund, ...	347 32
		Sinking fund bonds redeemed, ..	15,000 00
		Profit and loss, ...	25,729 76
Total, ...	$963,260 82	Total, ...	$963,260 82

ASHLAND AND LOCUST DALE AND CENTRALIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Dallas Sanders, President, ...	401 Drexel Bld., Phila.
John A. Johann, Secretary, ...	401 Drexel Bld., Phila.
John A. Johann, Treasurer, ...	401 Drexel Bld., Phila.

DIRECTORS.

Name.	Residence.
Dallas Sanders, ...	Philadelphia, Pa.
John A. Johann, ...	Philadelphia, Pa.
Spencer Ervin, ...	Philadelphia, Pa.
William F. Harrity, ...	Philadelphia, Pa.
E. A. Ballard, ...	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 11, 1892.

This road was built by and leased to and is operated by the Schuylkill Traction Company, which is the holder of its capital stock. The company has no equipment and its only income under the lease is one hundred dollars a year to cover expenses of organization. The lease is dated October 5, 1893, for 999 years, from January 6, 1893, at one hundred dollars a year.

ASPINWALL STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John B. Jackson, President	Pittsburgh, Pa.
John G. Bright, Secretary	Pittsburgh, Pa.
Nathaniel Holmes, Treasurer	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
John B. Jackson	Pittsburgh, Pa.
John G. Holmes	Pittsburgh, Pa.
James J. Donnell	Pittsburgh, Pa.
William R. Holmes	Pittsburgh, Pa.
George C. Wilson	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 26, 1892.

Commenced operating December 12, 1891.

BEAVER VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Theo. P. Simpson, President	Beaver Falls, Pa.
A. R. Leyda, Secretary	Beaver Falls, Pa.
A. R. Leyda, Treasurer	Beaver Falls, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Theo. P. Simpson,	Beaver Falls, Pa.
J. C. Whitla,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
W. R. Kimball,	Cincinnati, Ohio.
W. W. Nazard,	Cleveland, Ohio.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Company organized September 17, 1884.
Charter granted October 4, 1884.
Traffic July 4, 1885.

DETAILS OF ROADS OWNED AND LEASED.

Leased to Beaver Valley Traction Company, lessees.

GENERAL BALANCE SHEET.

See report Beaver Valley Traction Company, lessees.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John M. Buchanan, President,	Beaver, Pa.
William P. McConnell, Secretary,	Beaver Falls, Pa.
Stephen P. Stone, Treasurer,	Beaver, Pa.
Frank O. Mason, Superintendent,	Beaver Falls, Pa.

DIRECTORS.

Name.	Residence.
John M. Buchanan,	Beaver, Pa.
Robert S. Kennedy,	New Brighton, Pa.
Hiram S. McConnell,	New Brighton, Pa.
A. R. Leyda,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
Theodore P. Simpson,	Beaver Falls, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Original charter granted June 29, 1891, for supplying motive power and operating passenger railways. July 5, 1891, agreement entered into by and between the Beaver Valley Traction Company and the Beaver Valley Street Railway Company and the Central Electric Street Railway for the term of 999 years, to maintain and operate the railways of the said companies together as one system.

Power station and electrical equipment (T. H. Co. system), for supplying motive power was completed and roads opened for business November, 1891.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From.	To.	Owned.	Leased.	No. of miles.
Beaver Valley Traction Company.	Geneva College, north of Beaver Falls, Pa.	Lower end of Beaver, Pa.	Beaver Valley Traction Co.	.....	6.56
Beaver Valley Street Railway.	See report of Street Rail	Beaver Valley way.	.....	Beaver Valley Traction Co.	3.1
Central Electric Street Railway.	See report of Street Rail	Central Electric way.	.....	Beaver Valley Traction Co.	3.5

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$525,526 02	Capital stock, ...	$300,000 00
Cost of equipment, ...	45,703 32	Funded debt, ...	183,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand, ...	1,592 99	Accounts payable, ...	57,173 29
Bills receivable, ...	2,311 46	Profit and loss, ...	34,990 50
Total, ...	$575,163 79	Total, ...	$575,163 79

BELLEFIELD STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. W. Elkins, President.....	Pittsburgh, Pa.
Joseph Stuart, Secretary.....	Pittsburgh, Pa.
Joseph Stuart, Treasurer.....	Pittsburgh, Pa.
William L. Elkins, Superintendent.....	Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
G. W. Elkins	Pittsburgh, Pa.
William L. Elkins	Pittsburgh, Pa.
George C. Wilson	Pittsburgh, Pa.
Joseph Stuart	Pittsburgh, Pa.
John G. Traggardh	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Bellefield Street Railway Company was chartered September 6, 1892.

The line has been constructed as a part of the Duquesne Traction Company.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Morris L. Kauffman, President	Allentown, Pa.
Jilson J. Coleman, Secretary	Allentown, Pa.
Jilson J. Coleman, Treasurer	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Morris L. Kauffman	Allentown, Pa.
Jilson J. Coleman	Allentown, Pa.
Wilson J. Hartzell	Allentown, Pa.
Albert L. Johnson	Brooklyn, N. Y.
Robert E. Wright	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: October 29, 1889.

This road was built for operation by electricity. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years. The road was opened for travel August 1, 1894. On January 1, 1895, the lease to the Allentown and Bethlehem Rapid Transit Company was transferred to Allentown and Lehigh Valley Traction Company. Conditions of lease of May 29, 1891, Allentown and Bethlehem Rapid Transit Company agreed to maintain right of way, road-bed and track construction, and guarantee payment of interest on bonds of this company.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$200 000 00	Capital stock,	$100,000 00
		Funded debt,	100 000 00
Total,	$200,000 00	Total,	$200,000 00

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Morris L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary,	Allentown, Pa.
Jilson J. Coleman, Treasurer,	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Morris L. Kauffman,	Allentown, Pa.
Jilson J. Coleman,	Allentown, Pa.
Wilson J. Hartzell,	Allentown, Pa.
Albert L. Johnson,	Brooklyn, N. Y.
Robert E. Wright,	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 18, 1889.

On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years. The road was partially open for operation August 1, 1891. On January 1, 1895, the lease to the Allentown and Bethlehem Rapid Transit Company was transferred to the Allentown and Lehigh Valley Traction Company.

Conditions of lease of May 29, 1891. Allentown and Bethlehem Rapid Transit Company agreed to maintain right of way, road-bed and track construction, and guarantee payment of interest on bonds of this company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$400,000 00	Capital stock,	$200,000 00
		Funded debt,	200 000 00
Total,	$400,000 00	Total,	$400,000 00

30-9-96

Digitized by Google

BLAKELY AND DICKSON TRACTION STREET RAILWAY COMPANY.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The report of this company was received by this department August 5, 1896, but was returned for correction. The company leased all their rights and franchises to the Scranton and Carbondale Traction Company, which company completed the construction of the road and furnished all equipment for operating the same and all operating figures are included in the report of the Scranton and Carbondale Traction Company.

Since returning the report of the lessor company for correction the president of said company has been confined to the house with illness of so serious a nature that we have been unable to communicate with him.

BLOOMFIELD STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Joshua Rhodes, President,	Allegheny City, Pa.
J. G. Traggardh, Secretary,	Pittsburgh.
William L. Elkins, Manager,	Pittsburgh.

DIRECTORS.

Name.	Residence.
Joshua Rhodes,	Allegheny City, Pa.
J. G. Traggardh,	Pittsburgh.
George M. Von Bonhurst,	Pittsburgh.
W. H. Seif,	Pittsburgh.
W. H. McAdams,	Pittsburgh.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Chartered by letters patent dated May 9, 1882.

On August 1, 1883, a lease of all the property and franchises of the company was made to the Pittsburgh Traction Company for 999 years, which company (Pittsburgh Traction Company) has operated the road since date of lease.

Digitized by Google

BRADDOCK ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Adm. L. Sailor, President,	Braddock, Pa.
Charles F. Ellis, Secretary,	Braddock, Pa.
Charles F. Ellis, Treasurer,	Braddock, Pa.
Charles F. Ellis, Superintendent,	Braddock, Pa.

DIRECTORS.

Name.	Residence.
Adm. L. Sailor,	Swissvale, Pa.
Charles F. Ellis,	Swissvale, Pa.
James P. McKelvy,	Braddock, Pa.
Josiah Barrett, care Duff Manufacturing Company,	Allegheny, Pa.
C. C. Lee,	Oakmont, Pa.
J. A. Sloan,	186 Fayette street, Allegheny, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 9, 1890.

The company had built and equipped prior to last report 3.75 miles of single track railway. Five vestibuled motor cars with two motors each, large power house and car barn combined, and machinery of 200 horse power capacity for operating said plant. The road was operated from April 12, 1892, until January 9, 1893, when by an adverse decision of the Supreme Court our line was cut into two parts, necessitating suspension of operation until arrangements could be made to connect them. Such arrangements were made, i. e., permission of the proper authorities was obtained to make the connection, but we are prevented and delayed in the matter by legal measures. The company built a mile of single track (ninety pounds girder) and undertook to operate the one-half of their line which lies outside the borough in the township of Braddock, from September 16, 1895, until January 3, 1896, but owing to the disadvantage of not being able to carry our patrons into the borough it was decided to suspend operations and use all our endeavors to get connected up. The company has recently obtained permission to extend the line eastward through the borough of East Pittsburgh and expects to build 1.5 (1½) miles this summer, using eighty pound Johnson girder rail.

Road built and equipped by contract.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$159,200 70	Capital stock,	$10,500 00
Other permanent investments as follows, viz:		Funded debt,	41,000 00
Bonds of other companies,	7,500 00	Current liabilities as follows, viz:	
Profit and loss,	1,064 24	Accounts payable,	17,064 94
Total,	$167,764 94	Total,	$167,764 94

Digitized by Google

BRADDOCK, WILMERDING AND PITCAIRN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. J. K. Kline, President,	Greensburg, Pa.
H. L. Castle, Secretary,	Pittsburgh, Pa.
H. L. Castle, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
W. J. K. Kline,	Greensburg, Pa.
A. B. Kline,	Greensburg, Pa.
H. L. Castle,	Pittsburgh, Pa.
S. A. Taylor,	Wilkinsburg, Pa.
G. H. Garber,	Pittsburgh, Pa.
G. W. Barricklew,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

This company has never done anything under their charter, except to make some preliminary surveys, but owing to the fact that its route lay through townships almost entirely, and the decisions of our Supreme Court that highways cannot be traversed by railways without securing the permit of adjacent holders, all work of construction was suspended and absolutely nothing has ever been done, nor can be done until either the territory be incorporated or there is remedial legislation. We, therefore, make no attempt to fill up any of the blanks for the reason above stated.

CARBONDALE TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. E. Hendrick, President,	Carbondale, Pa.
R. A. Jadwin, Secretary,	Carbondale, Pa.
R. A. Jadwin, Treasurer,	Carbondale, Pa.
Louis S. Wright, General Manager,	Carbondale, Pa.
D. J. Duncan, Superintendent,	Carbondale, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
E. E. Hendrick,	Carbondale, Pa.
R. A. Judwin,	Carbondale, Pa.
D. W. Humphrey,	Carbondale, Pa.
Edwin Corey,	Uniondale, Pa.
Robert M. Janney,	Philadelphia, Pa.
William F. North,	Philadelphia, Pa.
John W. Aitken,	Carbondale, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 4, 1892.

The Carbondale Traction Company was incorporated under the general act of 1889. Organization effected in April, 1892. First cars were run September 15, 1892.

Was leased August 1, 1894, to the Lackawanna Valley Rapid Transit Company for 999 years at $1,500 per year rental. Lease was canceled December 30, 1895, for non-payment of rental.

The Carbondale Traction Company was consolidated March 5, 1896, with The Carbondale and Forest City Passenger Railway Company.

The stock was originally $100,000.00, but was increased to $150,000.00 shortly after organization. Stock was again increased to $450,000.00 on March 5, 1896, and the increase of $300,000.00 was exchanged for the stock of the Carbondale and Forest City Passenger Railway Company, dollar for dollar, or share for share.

The bonded debt consists of the original first mortgage of the Carbondale Traction Company, $150,000.00 issued for the purpose of building the road. The bonded debt was increased at the time of the consolidation above referred to by issue of $450,000.00 consolidated mortgage bonds, $150,000.00 of which are reserved for the purpose of retiring the first mortgage and balance; $300,000.00 are to be exchanged for bonds of Carbondale and Forest City Passenger Railway Company at par.

This report embraces, therefore, all statistics which in a letter dated August 12, 1896, were required by the Department of Internal Affairs.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment	$911,140 45	Capital stock	$450,000 00
Current assets as follows, viz:		Funded debt	450,000 00
Equipment outlay	1,262 38	Current liabilities as follows, viz:	
Operating expenses	21,667 95	Loans	11,196 70
		Accounts payable	4,288 08
		Bank overdraft	53 06
		Earnings	18,743 94
Total	$936,691 78	Total	$936,691 78

CARBON COUNTY ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. C. Goldsall, President,	Lansdale, Pa.
B. Dewitt, Secretary,	442 Bourse, Phila., Pa.
B. Dewitt, Treasurer,	442 Bourse, Phila., Pa.
J. A. Bunnell, Superintendent,	Mauch Chunk, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
A. C. Godshall,	Lansdale, Pa.
A. B. Clemmer,	Philadelphia, Pa.
Richard Greenwood,	Philadelphia, Pa.
Edw. Filemyr,	Philadelphia, Pa.
E. K. Freed,	North Wales, Pa.
M. R. Swartley,	North Wales, Pa.
David Kuntz,	Treichler, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 4, 1892.

Upon January 28, A. D. 1892, Ambrose B. Clemmer, Richard Greenwood, Mahlon R. Smartley, Harvey Barton and Barnabas Dewitt, all citizens of the State of Pennsylvania, executed articles of association of the Carbon County Electric Railway Company. Said company to exist for 999 years, to build, equip and operate a railway ten miles in length from Weissport to Lehighton, to Packerton, to Mauch Chunk, through the main streets of lower, upper and east Mauch Chunk and thence to Glen Onoko.

Charter was granted February 4, 1892.

Construction partially completed and operations commenced September 5, 1893.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$64,238 71	Capital stock,	$60,000 00
Cost of equipment,	34,000 59	Funded debt,	28,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,124 10	Loans,	525 00
Bills receivable,	669 38	Bills payable,	31,790 50
Office fixtures,	227 42		
Loan to superintendent,	25 00		
Unpaid assessments,	14,855 00		
Profit and loss,	5,845 30		
Total,	$122,015 50	Total,	$122,015 50

CATASAUQUA AND NORTHERN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Morris L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary,	Allentown, Pa.
Jilson J. Coleman, Treasurer,	Allentown, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Morris L. Kauffman,	Allentown, Pa.
Jilson J. Coleman,	Allentown, Pa.
Wilson J. Hartzell,	Allentown, Pa.
Albert L. Johnson,	Brooklyn, N. Y.
Robert E. Wright,	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 11, 1892.

Incorporated under act of May 14, 1889.

On January 1, 1895, this company was leased to the Allentown and Lehigh Valley Traction Company for 999 years, the terms of lease being agreement of the Allentown and Lehigh Valley Traction Company to maintain right of way and road-bed and pay the interest on investment of this company.

It was opened for travel July 15, 1894.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$50,000 00	Capital stock,	$50,000 00
Total,	$50,000 00	Total,	$50,000 00

CATHERINE AND BAINBRIDGE STREETS RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George W. Elkins, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
George W. Elkins,	Philadelphia, Pa.
David H. Lane,	Philadelphia, Pa.
George D. Widener,	Philadelphia, Pa.
Clay Kemble,	Philadelphia, Pa.
John B. Peddle,	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 14, 1889.

December 15, 1892, changed from horse to electric power.

September 24, 1895, capital increased from $150,000 to $400,000.

April 1, 1890, issued $150,000 first mortgage five per cent. bonds. Stock and bonds were issued for construction.

March 30, 1890, leased to Philadelphia Traction Company for ninety-nine years from March 30, 1890.

September 24, 1895, lease amended and reformed to 999 years from March 30, 1890, at an annual rental of $24,000, payable semi-annually; $12,000 on the 1st days of March and September, during continuance of lease, and lessee to pay the interest, as the same becomes due, upon all the bonds issued for construction and equipment, and to pay all taxes imposed or levied.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$724,586 64	Capital stock,	$400,000 00
Cost of equipment,	57,763 69	Funded debt,	150,000 00
Current assets, as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,348 01	Due lessee company for additions and betterments,	234,688 25
Total,	$784,688 25	Total,	$784,688 25

CENTENNIAL PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. C. Golden, President,	Ninth and Dauphin sts., Philadelphia, Pa.
Thomas B. Foot, Secretary,	Ninth and Dauphin sts., Philadelphia, Pa.
Thomas B. Foot, Treasurer,	Ninth and Dauphin sts., Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
R. N. Carson,	Philadelphia, Pa.
William H. Shelmerdine,	Philadelphia, Pa.
J. L. Jones,	Philadelphia, Pa.
C. F. Fox,	Philadelphia, Pa.
E. J. Mathews,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 26, 1889.

The road was constructed and operations commenced by the People's Passenger Railway Company under an agreement dated April 21, 1893. Leased to People's Passenger Railway Company June 22, 1896, for the term of nine hundred and ninety-nine (999) years, to take effect as of the 21st day of April, 1893.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$12,699 81	Capital stock,	$1,500 00
Current assets, as follows, viz:		Unfunded debt and current liabilities,	11,066 46
Cash on hand,	57 95	Profit and loss,	191 33
Total,	$12,757 79	Total,	$12,757 79

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Stephen P. Stone, President,	Beaver, Pa.
A. R. Leyda, Secretary,	Beaver Falls, Pa.
Theo. P. Simpson, Treasurer,	Beaver Falls, Pa.

DIRECTORS.

Name.	Residence.
John C. Whittle,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
John A. Elliot,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
Stephen P. Stone,	Beaver, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Charter granted November 6, 1890.

July 3, 1891, contract made for construction of road. Work completed and road opened for business November 21, 1891, by the Beaver Valley Traction Company, lessees. July 5, 1891, agreement entered into with said Beaver Valley Traction Company for the term of 999 years, to equip, maintain and operate the railway.

GENERAL BALANCE SHEET.

See report of Beaver Valley Traction Company, lessees.

Digitized by Google

CENTRAL PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George I. Whitney, President,	209 Fourth ave., Pittsburgh, Pa.
F. L. Stephenson, Secretary,	209 Fourth ave., Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
George I. Whitney,	Pittsburgh, Pa.
J. R. McGinley,	Pittsburgh, Pa.
A. W. Herron,	Pittsburgh, Pa.
T. A. Gillespie,	Pittsburgh, Pa.
Calvin Wells,	Allegheny, Pa.
J. G. Stephenson,	Pittsburgh, Pa.
F. L. Stephenson,	Allegheny, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: 1869.

CENTRAL TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George W. Elkins, President,	6106 Penn avenue, Pittsburgh, Pa.
George L. Herron, Secretary,	308 Fourth avenue, Pittsburgh, Pa.
George F. Wright, Treasurer,	232 Fourth avenue, Pittsburgh, Pa.
William C. Smith, Superintendent,	Thirty-third st. and Herron ave., Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
George W. Elkins,	Pittsburgh, Pa.
George L. Whitney,	Pittsburgh, Pa.
Thomas A. Gillespie,	Pittsburgh, Pa.
John G. Stephenson,	Pittsburgh, Pa.
Andrew W. Herron,	Pittsburgh, Pa.
Calvin Wells,	Allegheny, Pa.
Frank L. Stephenson,	Allegheny, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter* December 21, 1888.

Construction commenced about January 1, 1889.

Cable road started about March 1, 1890.

Centre Avenue Electric branch started March 3, 1892.

The Central Traction Company leased all its lines to Consolidated Traction Company April 2, 1896, for a term of 950 years.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
Central Passenger Railway Company.	Central Passenger Railway Company.	Central Traction Company.	Jan. 1, 1890.	3.6

The Central Passenger Railway leased its lines to the Central Traction Company January 1, 1890. All the stock was purchased by directors of the Central Traction Company, who hold it "in escrow" for the Central Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$1,327,708 05	Capital stock and funded debt,	$899,642 50
Other permanent investments as follows, viz:		Funded debt, ...	500,000 00
Stocks of other companies, ...	92,313 87	Current liabilities as follows, viz:	
Current assets as follows, viz:		Sundries, ...	134 14
Cash on hand, ...	5,018 17	Loss and gain account to date...	32,271 96
Open accounts, ...	7,098 51		
Total, ...	$1,432,048 60	Total, ...	$1,432,048 60

CHELTON AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. C. Golden, President, ...	Philadelphia, Pa.
Thomas B. Foot, Secretary, ...	Philadelphia, Pa.
Thomas B. Foot, Treasurer, ...	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
R. W. Carson,	Philadelphia, Pa.
William H. Shelmerdine,	Philadelphia, Pa.
J. Levering Jones,	Philadelphia, Pa.
Caleb F. Fox,	Philadelphia, Pa.
E. J. Mathews,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 20, 1889.

The road was opened and horse cars commenced running July 12, 1892, on Rittenhouse street, from Wissahickon avenue to Pulaski avenue, and on Pulaski avenue to Chelton avenue, and the extension on Chelton avenue to Chew street, and the extension on Chelton avenue from Chew street to Stenton avenue was opened April 1, 1893. Electric cars began running March 7, 1895. Since April 1, 1895, the road has been operated by the People's Passenger Railway Company under an agreement, and the result of its operations for the year ending June 30, 1896, is included in the report of the People's Passenger Railway Company.

Leased to People's Passenger Railway Company June 22, 1896, for the full term of nine hundred and ninety-nine (999) years, to take effect from the first day of April, 1896.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$68,756 75	Capital stock,	$3,[illegible]
Cost of equipment,	23,968 21	Unfunded debt and current liabilities,	$3,[illegible] 54
Profit and loss,	4,931 58		
Total,	$97,656 54	Total,	$97,[illegible] 54

CHESTER STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. Frank Black, President,	Chester, Pa.
H. T. Walter, Secretary,	Chester, Pa.
H. T. Walter, Treasurer,	Chester, Pa.
John MacFayden, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Residence.
J. Frank Black,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
Richard Wetherill,	Chester, Pa.
William Appleby,	Chester, Pa.
William S. Blakeley,	Chester, Pa.
William B. Broomall,	Chester, Pa.
George B. Lindsay,	Chester, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 13, 1882.

The Chester Street Railway Company was chartered July 13, 1882, and was to continue for the term of ninety-nine years.

The length of the proposed railway was four miles, afterward increased to seven and one-half miles. The amount of capital stock of the said company was $50,000, and was divided into 1,000 shares of the par value of $50 a share; afterwards it accepted the act of May 14, 1889, and increased its capital stock to $150,000. On December 31, 1890, the Chester Street Railway Company, with all its property and franchises was leased to the Union Railway Company for a rental of $15,000 per annum, (which is payable on 1st of January and July, as dividends on stock) and $200 per annum for expenses, and also all taxes, assessments, licenses, charges and claims of every kind against said Chester Street Railway Company.

From the time of its organization, in 1882, until its lease to the Union Railway Company, in 1890, it was operated as a horse railway.

All details of the operation of this company are incorporated in report of the Chester Traction Company, by which it is operated.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash on hand,	$250 00	Expense account,	$250 00
Total,	$250 00	Total,	$250 00

CHESTER, DARBY AND PHILADELPHIA RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Richard Wetherill, President,	Chester, Pa.
H. T. Walter, Secretary,	Chester, Pa.
H. T. Walter, Treasurer,	Chester, Pa.
John MacFayden, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Residence.
Richard Wetherill,	Chester, Pa.
J. Frank Black,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
William Appleby,	Chester, Pa.
George H. Lindsay,	Chester, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 20, 1892.

The Chester, Darby and Philadelphia Railway Company was incorporated June 20, 1892 under the act of May 14, 1889. It has a capital stock of $100,000, with authority to increase it $25,000 more. This company is leased to the Union Railway Company by lease dated December 7, 1892, for $13,450 per annum rent, payable January and July as interest on bonds, dividends on stock, and tolls on Telford road as follows:

Dividends on stock,	$6,000 00
Interest on bonds,	6,250 00
Tolls, Telford road,	1,000 00
Office expenses,	200 00

The company has, bonds, $125,000.

All details of the operation of this company are incorporated in report of the Chester Traction Company by which this company is operated.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash on hand,	$250 00	Expense account,	$250 00
Total,	$250 00	Total,	$250 00

CHESTER AND MEDIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Richard Wetherill, President,	Chester, Pa.
H. T. Walter, Secretary,	Chester, Pa.
H. T. Walter, Treasurer,	Chester, Pa.
John MacFayden, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Residence.
Richard Wetherill,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
William Appleby,	Chester, Pa.
J. Frank Black,	Chester, Pa.
George B. Lindsay,	Chester, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 18, 1892.

Chester and Media Electric Railway Company was incorporated April 18, 1892, under the act of May 14, 1889.

It has a capital stock of $100,000; bonds, $100,000. It was leased to the Union Railway Company by lease dated 3d day of April, 1893, for $11,200 per annum rent, payable January and July, as interest on bonds and dividends on stock, viz:

Dividends on stock,	$6,000 00
Interest on bonds,	5,000 00
Office expenses,	200 00

All details of the operation of this company are incorporated in the report of the Chester Traction Company, by which this company is operated.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash on hand,	$250 00	Expense account,	$250 00
Total,	$250 00	Total,	$250 00

CHESTER TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
George B. Lindsay, President,	Chester, Pa.
H. T. Walter, Secretary,	Chester, Pa.
H. T. Walter, Treasurer,	Chester, Pa.
John MacFayden, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Residence.
George B. Lindsay,	Chester, Pa.
Richard Wetherill,	Chester, Pa.
J. Frank Black,	Chester, Pa.
William Appleby,	Chester, Pa.
Robert Wetherill,	Chester, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 22, 1894.

The Chester Street Railway Company was incorporated July 13, 1882, under the act of May 22, 1878, and afterwards accepted the act of May 14, 1889. (It was operated as a horse railway from the time of its organization until January 1, 1891.) It has a capital stock of $150,000; no

Digitized by Google

bonds. It was leased to the Union Railway Company, December 31, 1890, for $15,200 per annum, rent payable January and July, $15,000 as dividends on stock and $200 office expenses.

The Union Railway Company transformed the road from a horse railway to an electrical railway overhead system. It has, main track, 46,317 feet, and 16 turnouts, 3,561 feet; total, 39,878 feet (7.55 miles). The Union Railway Company of Chester, Pa., was incorporated May 18, 1890, under the act of May 14, 1889. It has a capital stock of $100,000 and bonds, $200,000 at five per cent. interest, payable January and July. The mortgage is dated December 31, 1892, and is due January 1, 1913. It has main track, 41,736 feet, 13 turnouts, 2,576 feet; total, 44,312 feet (8.39 miles). This company leased the Chester Street Railway above mentioned and built power house and supplied all the electrical construction and equipments essential to the operation of its own road and the leased line, and subsequently leased the Chester and Media Electric Railway and the Chester, Darby and Philadelphia Railway hereafter mentioned and supplied them with power from its main station.

The Chester and Media Electric Railway Company was incorporated April 18, 1892, under the act of May 14, 1889. It has a capital stock of $100,000, and bonds of $100,000, at five per cent. It was leased to the Union Railway Company, above mentioned, April 3, 1893, for $11,200 per annum rent, payable January and July, $11,000 as interest on bonds and dividends on stock, and $200 as office expenses. The mortgage is dated April 1, 1893, and due January 1, 1913. The road is operated by electrical power furnished from the Union station by overhead wire. It has a main track of 27,151 feet, and four turnouts, 1,181 feet; total, 28,332 feet (5.3 miles).

The Chester, Darby and Philadelphia Railway Company was incorporated June 29, 1892, under the act of May 14, 1889. It has a capital stock of $100,000 issued, and bonds $125,000, bearing interest at five per cent. This company was leased to the Union Railway Company, December 7, 1893, for $13,450 per annum rent, payable January and July, $6,250 as interest on bonds; $6,000 dividends on stock; $1,000 tolls on Telford road and $200 office expenses. The mortgage is dated July 1, 1893, and is due July 1, 1913. This Company has main track, 36,610 feet and nine turnouts of 2,374 feet; total 38,984 feet (7.38 miles). It is operated by electrical power derived from the Union station by overhead wire. The Union Railway Company therefore became the lessee and operator of the whole system of the above-mentioned railways.

The Chester Traction Company was incorporated April 23, 1894, under the act, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cable, electric or other means," approved March 22, 1887, P. L. 8, and under an operating agreement with the Union Railway Company entered into the possession and operation of all the above-mentioned roads, and afterwards purchased the stock of the Union Railway Company and acquired 1,300 shares of the capital stock of the Chester, Darby and Philadelphia Railway Company, and 741 shares of the Media Railway Company, and since that time has continued in the operation of the whole system. It has a capital stock of $500,000, all issued, and bonds of $250,000, bearing interest at five per cent., payable May and November. The mortgage is dated May 1, 1894, and is due May 1, 1914.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
Chester Street Railway Company.	Upland and Twenty-fourth street along Third street.	Clayton street, South Chester.	Leased,	7.55
Chester and Media Electric Railway Company.	Twenty-fourth street, Chester.	Media.	Leased,	5.26
Chester, Darby and Philadelphia Railway Co.	Chester,	Darby.	Leased,	7.38
Union Railway Company.	Chester.	Marcus Hook and Eddystone, owned.		8.29
Total.				28.68

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$613,312 93	Capital stock,	$500,000 00
Cost of equipment,	30,978 77	Funded debt,	250,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stocks of other companies,	200,108 00	Interest on funded debt due and accrued,	2,083 33
Current assets as follows, viz:		Loans,	44,000 00
Cash on hand,	636 16	Due from lessee company for "additions and betterments,"	2,757 14
Damage verdicts collectible,	7,119 52	Accounts payable,	9,228 51
Due by agents,	2,534 87	Tickets,	748 85
Open accounts,	1,343 97	Profit and loss,	47,221 39
Total,	$856,034 22	Total,	$856,034 22

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
B. F. Meyers, President,	Harrisburg, Pa.
C. L. Brinser, Secretary and Treasurer,	Harrisburg, Pa.

DIRECTORS.

Name.	Residence.
B. F. Meyers,	Harrisburg, Pa.
C. L. Brinser,	Harrisburg, Pa.
J. A. Dunkle,	Steelton, Pa.
J. C. Durbin,	Harrisburg, Pa.
J. B. Eby,	Newport, Pa.
H. G Eshenour,	Oberlin, Pa.
W. H. Seibert,	Steelton, Pa.
George H. Sourbier,	Harrisburg, Pa.
F. Eugene Walz,	Harrisburg, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 11, 1892.

The Citizens' Passenger Railway Company was organized January 6, 1892, for the purpose of constructing, maintaining and operating an electric railway from Harrisburg, Pa., to Oberlin, Pa., via Steelton, Pa.

The company was organized with the following officers: J. A. Dunkle was elected president, and J. A. Dunkle, W. H. Seibert, C. L. Brinser, J. C. Durbin, Christian Hess, M. F. Snavely, H. G. Eseenhour, F. H. Alleman and S. S. Page directors.

Capital stock $100,000, divided into 2,000 shares.

Application for charter made and obtained January 11, 1892. On May 1, 1892, construction of the road began and a portion of the track was laid on Front, Washington, Meadow Lane, and Berryhill streets, Harrisburg, Pa., also on Third, Walnut, Short, Spruce, North, Elder, Margaretta, New Fourth, Maclay and Pennsylvania avenue, all streets in the city of Harrisburg.

The line has been extended from time to time, so that the tracks now occupy additional streets in the townships of Swatara and Susquehanna, borough of Steelton and villages of Enhaut and Oberlin, making a total of about fourteen miles.

Leased July 1, 1895, to Harrisburg Traction Company.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$251,650 73	Capital stock,	$225,000 00
Cost of equipment,	113,349 27	Funded debt,	75,000 00
		Current liabilities as follows, viz:	
		Bills payable and assured by Harrisburg Traction Company,	55,000 00
Total,	$365,000 00	Total,	$365,000 00

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
R. M. Douglass, President,	Norristown, Pa.
Thomas Craige, Secretary,	Trenton, N. J.
Thomas Craige, Treasurer,	Trenton, N. J.

DIRECTORS.

Name.	Residence.
C. D. Bube,	Syracuse, N. Y.
Thomas Craige,	Trenton, N. J.
Joseph Farnance,	Norristown, Pa.
R. M. Douglass,	Norristown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 18, 1887.

Incorporated originally under the act of May, 1878. Afterwards accepted under the act of 1889, now operated by the Schuylkill Valley Traction Company, who pays the interest on bonds.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of equipment,	$162,901 89	Capital stock,	$79,520 00
		Funded debt,	80,000 00
		Unfunded debt,	3,381 89
Total,	$162,901 89	Total,	$162,901 89

Digitized by Google

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Charles E. Ellis, President,	Philadelphia, Pa.
Adam A. Stull, Secretary,	Philadelphia, Pa.
Adam A. Stull, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
R. M. Hartley,	Philadelphia, Pa.
Frank H. Ellis,	Philadelphia, Pa.
John H. Sloan,	Philadelphia, Pa.
John McCarthy,	Philadelphia, Pa.
James F. McLaughlin,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 25, 1858.

Construction of road from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue, 1863; to Susquehanna, 1877; south to Mifflin street, 1873.

Leased March 23, 1892, to the Frankford and Southwark City Passenger Railway Company for the following rental:

First year, April 1, 1892, to April 1, 1893, $115,000.

Second year, April 1, 1893, to April 1, 1894, $120,000.

Third and fourth years, April 1, 1894, to April 1, 1896, $125,000.

Fifth and sixth years, April 1, 1896, to April 1, 1898, $130,000.

For balance of 999 years, annual rental of $140,000.

August 17, 1893, the above lease was assigned to the Electric Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$500,000 00	Capital stock,	$500,000 00
Total,	$500,000 00	Total	$500,000 00

Digitized by Google

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James Verner, President,	Pittsburgh, Pa.
James J. Donnell, Secretary,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James Verner,	Pittsburgh, Pa.
James J. Donnell,	Pittsburgh, Pa.
John G. Holmes,	Pittsburgh, Pa.
C. L. Magee,	Pittsburgh, Pa.
H. S. A. Stewart,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859. The road of this company was operated as a horse car road until leased by the Citizens' Traction Company September 1, 1887. On September 1, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter named company. All of the stock of the railway company having been purchased by the Traction Company.

CITIZENS' TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John G. Holmes, President,	Pittsburgh, Pa.
John G. Bright, Secretary,	Pittsburgh, Pa.
Nathaniel Holmes, Treasurer,	Pittsburgh, Pa.
Charles Fitzgerald, Superintendent,	Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John G. Holmes,	Pittsburgh, Pa.
James Verner,	Pittsburgh, Pa.
James J. Donnell,	Pittsburgh, Pa.
Christopher L. Magee,	Pittsburgh, Pa.
H. S. A. Stewart,	Pittsburgh, Pa.
John B. Jackson,	Pittsburgh, Pa.
John Gripp,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 6, 1887.

Leased the Citizens' Passenger Railway and the Transverse Passenger Railway, both horse power roads, which were changed to cable. Cable system commenced operating in January, 1889.

The line to Sharpsburg was changed later from horse to electric power. Electric system commenced operating in December, 1891.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Butler Street line,	Penn avenue and Cecil alley.	Forty-seventh street,	Owned,	6.79
Butler Street extension,	Forty-seventh street,	Aspinwall,	Owned,	8
Penn Avenue line,	Penn avenue and Cecil alley.	East Liberty car barn,	Owned,	10.06
Frankstown avenue,	East Liberty car barn,	Wilkinsburg,	Owned,	5.63
Total,				30.48

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$2,543,432 28	Capital stock,	$3,000,000 00
Cost of equipment,	190,661 64	Funded debt,	1,500,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stocks and bonds of other companies,	2,042,664 93	Interest on funded debt due and accrued,	17,901 66
Cash on hand,	22,564 37	Loans,	120,000 00
		Accounts payable,	8,045 03
		Profit and loss,	153,376 63
Total,	$4,799,323 32	Total,	$4,799,323 32

Digitized by Google

CITIZENS' CLEARFIELD AND CAMBRIA STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. J. Sullivan, President,	Philadelphia, Pa.
R. C. Brewster, Secretary,	Philadelphia, Pa.
R. C. Brewster, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
J. J. Sullivan,	Philadelphia, Pa.
Frank Weckerly,	St. Davids, Pa.
George A. Gandy,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.
William Henry Lex,	Philadelphia, Pa.
R. C. Brewster,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 10, 1894.

This road is a short extension of the Citizens' (Tenth and Eleventh street) line, and was constructed during the past year by the Electric Traction Company, and is operated by them. It is about three-fourths of a mile long.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$30,003 00	Capital stock, $5 paid,	$600 00
		Current liabilities as follows, viz:	
		Accounts payable,	29,402 00
Total,	$30,002 00	Total,	$30,002 00

Digitized by Google

CITIZENS' EAST END STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. J. Sullivan, President,	Philadelphia, Pa.
R. C. Brewster, Secretary,	Philadelphia, Pa.
R. C. Brewster, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
J. J. Sullivan,	Philadelphia, Pa.
Frank Weckerly,	St. Davids, Pa.
George S. Gandy,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.
Wm. Henry Lex,	Philadelphia, Pa.
R. C. Brewster,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter May 10, 1894.

This road is practically a connecting link between the Citizens' (Tenth and Eleventh street) line and the Frankford and Southwark (Fifth and Sixth street) line. It was built during the past year by the Electric Traction Company and is operated by them.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$55,007 50	Capital stock,	$1,500 00
		Current liabilities as follows, viz: Accounts payable,	53,507 50
Total,	$55,007 50	Total,	$55,007 50

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

Name.	Official Address.
John Lloyd, President,	Altoona, Pa.
C. A. Buch, Secretary,	Altoona, Pa.
C. A. Buch, Treasurer,	Altoona, Pa.
S. S. Crane, Superintendent,	Altoona, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John Lloyd,	Altoona, Pa.
M. H. Canan,	Altoona, Pa.
A. C. Shand,	Altoona, Pa.
M. H. Mackey,	Altoona, Pa.
J. C. Hughes,	Altoona, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 10, 1882; rechartered, 1889.

Organized February 18, 1882. Chartered March 10, 1882. Rechartered 1889, under act of May, 1889. Original capital stock, $40,000. Increased to $150,000, again increased to $250,000, and reduced to $200,000.

Horse car line, 1882 to 1891; first electric car ran July 4, 1891.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$272,590 65	Capital stock,	$200,000 00
Current assets as follows, viz:		Funded debt,	50,000 00
Cash on hand,	6,211 48	Current liabilities as follows, viz:	
Open accounts,	7,020 20	Loans,	5,000 00
Materials and supplies on hand,	1,269 79	Accounts payable,	1,672 72
		Sundries, current accounts,	2,591 66
		Improvements and betterments paid out of earnings,	22,590 65
		Contingent fund,	258 13
		Profit and loss,	4,978 97
Total,	$287,092 13	Total,	$287,092 13

COALVILLE PASSENGER RAILROAD COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
I. M. Thomas,	Wilkes-Barre, Pa.
H. S. Riddle,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 24, 1868.

Leased and operated by the Wilkes-Barre and Wyoming Valley Traction Company. Lease dated April 20, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$636,000 00	Capital stock,	$624,000 00
		Funded debt,	12,000 00
Total,	$636,000 00	Total,	$636,000 00

COLLEGE AND GRAND VIEW ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Charles P. Wallace, President,	Beaver Falls, Pa.
A. M. Jolly, Secretary,	Beaver Falls, Pa.

DIRECTORS.

Name.	Residence.
Charles P. Wallace,	Beaver Falls, Pa.
George E. Smith,	Beaver Falls, Pa.
Albert M. Jolly,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Original charter granted July 1, 1893; our road constructed in June and July of same year. Commenced operations July 31, same year.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$16,000 00	Capital stock,	$15,000 00
Current assets as follows, viz:		Bills payable,	140 26
Cash on hand,	140 26		
Total,	$16,140 26	Total,	$16,140 26

Digitized by Google

CONNELLSVILLE, NEW HAVEN AND LEISENRING STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John D. Frisber, President,	Connellsville, Pa.
John K. Ewing, Secretary,	Uniontown, Pa.
Eugene T. Norton, Treasurer,	Connellsville, Pa.
David S. Farnwalt, Superintendent,	Connellsville, Pa.

DIRECTORS.

Name.	Residence.
Hon. John K. Ewing,	Uniontown, Pa.
Hon. Nathaniel Ewing,	Uniontown, Pa.
A. D. Boyd,	Uniontown, Pa.
John K. Ewing, Jr.,	Uniontown, Pa.
Joseph Soisson,	Connellsville, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 9th, 1891.

Company was formally organized and application made for a charter on May 2, 1891.

Work was begun very shortly thereafter upon the construction road, which was completed as far as Leisenring, Pa., by October 31, 1891, when the first cars were run and fares collected.

The road was extended to Graham's Crossing, its present Western terminus, in the spring of 1892.

The company voted to issue $30,000 of 5 per cent. first mortgage bonds, due in 1902, redeemable at the option of the company after five years. This action was taken in May, 1892 and the bonds are due May 1, 1892. Interest payable semi-annually, May 1 and November 1.

The route of the road was changed in the fall of 1895 so as to avoid Hogg's Hill, a very dangerous grade. We now run South from the power house to a point on Eighth street, where we pass westwardly through private lands to a point on the wheelroad, which we cross in a South-westerly direction; thence we run West through private lands to a point where we turn directly North and come out on the old road a little West of Brookvale school house, on the Mud pike.

This change necessitated the laying of some 4,800 feet of track and putting up a like amount of trolley, some of the old track and wire being utilized in the work.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
The Connellsville New Haven and Leisenring Street Railway Company.	New Haven, Pa.,	Graham's Crossing, Pa.,	Yes.	5.25

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$118,407 35	Capital stock and funded debt	$91,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	86 15		
Material and supplies on hand,	691 66	Interest on funded debt due and accrued,	175 00
Sundries,	73 50	Loans,	28,175 00
Profit and loss,	569 71	Accounts payable,	478 27
Total,	$119,828 37	Total,	$119,828 37

CONSHOHOCKEN RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
R. M. Douglass, President,	Norristown, Pa.
Thos. Craige, Secretary,	Trenton, N. J.
Thos. Craige, Treasurer,	Trenton, N. J.

DIRECTORS.

Name.	Residence.
C. D. Bube,	Syracuse, N. Y.
Thos. Craige,	Trenton, N. J.
D. B. Shepp,	723 Chestnut street, Philadelphia, Pa.
R. M. Douglass,	Norristown, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 1, 1893.

Incorporated February 1, 1893, under the act of May 14, 1889.

This road is operated by the Schuylkill Valley Traction Company, which pays the interest on its bonded indebtedness.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of equipment, ...	$252,062 94	Capital stock, ...	$145,900 00
		Funded debt, ...	100,000 00
		Unfunded debt, ...	6,162 94
Total, ...	$252,062 94	Total, ...	$252,062 94

CONSOLIDATED TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. L. Magee, President, ...	Pittsburgh, Pa.
James A. McDevitt, Secretary, ...	Lancaster, Pa.
George I. Whitney, Treasurer, ...	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
C. L. Magee, ...	Pittsburgh, Pa.
Joshua Rhodes, ...	Allegheny, Pa.
T. H. Glyen, ...	Pittsburgh, Pa.
George I. Whitney, ...	Pittsburgh, Pa.
Emmet C. Gibson, ...	Mills Building, New York City.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

This company was organized for the purpose of acquiring the following properties by lease or ownership: the Central Traction Company, the Pittsburgh Traction Company, the Duquesne Traction Company, the Fort Pitt Traction Company, the Allegheny Traction Company and the Citizens' Traction Company. The whole of the capital stock of the Fort Pitt Traction Company has been purchased, and most of the capital stock of the Pittsburgh, Duquesne and Central Traction Company's. The other two, the Citizens' and Allegheny Traction Company's, are leased by the Fort Pitt Traction Company, whose entire capital stock has been purchased by the consolidated Traction Company. Reports of the operation of the various roads above named are made separately for the year ending June 30, 1896. Contracts have been made to reconstruct the Citizens', the Pittsburgh and a portion of the Duquesne, and work has started on same at this date, June 30, 1896.

That the length of the lines when reconstructed will be 120 miles, and the length of the line constructed on the 30th of June, 1896, was none miles.

Digitized by Google

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. L. Elkins, President,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
P. A. B. Widener,	Philadelphia, Pa.
Clay Kemble,	Philadelphia, Pa.
W. J. Elliott,	Philadelphia, Pa.
Geo. D. Widener,	Philadelphia, Pa.
Geo. W. Elkins,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, September 3, 1873.

On July 1, 1879, leased the Seventeenth and Nineteenth Streets Passenger Railway for a period of 99 years from that date. On January 1, 1880, this company was leased to the Union Passenger Railway Company for 99 years. Lessee to pay a rental of $60,000 on the 30th day of June and December of each year, together with the further sum of $50 on the 30th day of each December.

Union Passenger Railway Company assumes all the obligations of the Continental Passenger Railway Company under its lease of the Seventeenth and Nineteenth Streets Railway Company, and pays all interest on bonds as the same shall become due, and pay all taxes now or hereafter imposed.

July 1, 1879, issued $350,000 first mortgage 6 per cent. 30 year bonds.

January 22, 1895, changed from horse to electricity.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$866,042 82	Capital stock,	$500,000 00
Cost of equipment,	103,644 89	Funded debt,	350,000 00
Other permanent investments as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	600,000 00	Due lessee company for "additions and betterments,"	672,567 66
Current assets, as follows, viz:		Profit and loss,	35,741 28
Cash on hand,	121 43		
Open accounts,	68,500 00		
Total,	$1,638,308 54	Total,	$1,638,308 54

Digitized by Google

CUMBERLAND VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Geo. W. Cumbler, President,	Highspire, Pa.
Wm. K. Meyers, Secretary,	Harrisburg, Pa.
Wm. L. Gorgas, Treasurer,	Harrisburg, Pa.
F. H. Alleman, Superintendent,	Steelton, Pa.

DIRECTORS.

Name.	Residence.
Geo. W. Cumbler,	Highspire, Pa.
Wm. L. Gorgas,	Harrisburg, Pa.
B. F. Meyers,	Harrisburg, Pa.
John R. Miller,	Carlisle, Pa.
Wm. K. Meyers,	Harrisburg, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 18, 1893.

Company chartered on above date.

Leased the Cumberland Valley Electric Passenger Railway in the year 1894.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	No. of miles.
Cumberland Valley Electric Railway Company.	Carlisle,	Boiling Springs,	6

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$372,609 35	Capital stock,	$338,100 00
Cost of equipment,	17,499 65	Funded debt,	52,000 00
Current assets, as follows, viz:		Profit and loss,	$ 8 85
Cash on hand,	$ 8 85		
Total,	$390,108 85	Total,	$390,108 85

Digitized by Google

DELAWARE COUNTY AND PHILADELPHIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James S. Austin, President,	Clifton Heights, Delaware Co., Pa.
Samuel Haigh, Secretary,	Clifton Heights, Delaware Co., Pa.
Wm. Henry Sayen, Treasurer,	Clifton Heights, Delaware Co., Pa.
Samuel Haigh, Superintendent,	Clifton Heights, Delaware Co., Pa.

DIRECTORS.

Name.	Residence.
James S. Austin,	Lansdowne, Pa.
Wm. Henry Sayen,	Wayne, Pa.
Theo. E. Wiedersheim,	Wayne, Pa.
Jno. H. Robinson,	Media, Pa.
Edw. V. Kane,	Clifton Heights, Pa.
Jos. P. Gibbons,	Swarthmore, Pa.,
Dr. J. W. Phillips,	Clifton Heights, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Charter dated May 11, 1892. Construction began June, 1893. Cars began running between Angora and Primos, May, 1894.

Philadelphia connection made with Baltimore avenue branch of Electric Traction Company, January, 1895.

Line extended to Media, Pa., June, 1895.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$367,316 93	Capital stock,	$250,000 00
Current assets, as follows, viz:		Funded debt,	64,000 00
Cash on hand,	16,291 84	Current liabilities, as follows, viz:	
		Accounts payable,	11,190 62
		Profit and loss,	15,418 15
Total,	383,608 77	Total,	$353,608 77

Digitized by Google

DU BOIS TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
M. D. Wayman, President,	DuBois, Pa.
J. D. Bailey, Secretary,	DuBois, Pa.
David Reams, Treasurer,	DuBois, Pa.
M. D. Wayman, Superintendent,	DuBois, Pa.

DIRECTORS.

Name.	Residence.
M. D. Wayman,	DuBois, Pa.
David Reams,	DuBois, Pa.
A. C. Bailey,	Ford City, Pa.
G. E. Grier,	DuBois, Pa.
J. W. Grier,	Pittsburgh, Pa.
J. C. Grier,	Punxsutawney, Pa.
J. D. Bailey,	Ford City, Pa.
C. J. Jessop,	Kittanning, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 18, 1890.

Construction completed 1891.

Road went into operation during that year (October, 1891).

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
DuBois Traction Passenger Railway Company.	DuBois House,	Rumberger Cemetery on Main street.	Owned.	2.25

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$24,894 53	Capital stock,	$50,000 00
Cost of equipment	31,000 00	Funded debt,	40,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Material and supplies on hand,	970 00	Accounts payable,	4,500 00
Additions and betterments on leased lines,	4,500 00		
Real estate,	2,000 00		
Profit and loss account,	31,245 47		
Total,	$94,500 00	Total,	$94,500 00

Digitized by Google

DUQUESNE TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Geo. W. Elkins, President,	Room 306 Times Building, Pittsburgh.
James A. McDevitt, Secretary,	Room 306 Times Building, Pittsburgh.
John F. Steel, Treasurer,	Room 306 Times Building, Pittsburgh.

DIRECTORS.

Name.	Residence.
Geo. W. Elkins,	Pittsburgh, Pa.
C. L. Magee,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
T. H. Given,	Pittsburgh, Pa.
James A. McDevitt,	Lancaster, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 25, 1890.

Consent of councils of the city of Pittsburgh was granted to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company, on February 28, 1890.

The various street railway companies owned, operated by and supplied with motive power by the Duquesne Traction Company, were merged in the Duquesne Street Railway Company on August 28, 1892. The capital stock of the Duquesne Street Railway is owned by the Duquesne Traction Company.

On January 1, 1892, a lease made December 17, 1891, went into effect, under the operation of which the Duquesne Traction Company was operated by the Pittsburgh Traction Company. The net earnings of both companies being apportioned on the basis of 57½ per cent. to the Pittsburgh Traction Company, and 42½ per cent. to the Duquesne Traction Conipany. This lease continued in effect until April 2, 1896, when a new lease was made to the Consolidated Traction Company, of Pittsburgh, for 950 years (the old lease being abrogated), at 4 per cent. per annum; or say, $120,000.00 per year. The road to be turned over to the Consolidated Traction Company free of debt, excepting bonded debt.

The Duquesne share of the joint debt of the Pittsburgh Traction Company, operating the Pittsburgh and Duquesne Companies, being about $180,000.

The item of floating debt appears at present only on the books of the Pittsburgh Traction Company joint account books.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Duquesne Street Railway Company.	Pittsburgh,	Wilkinsburg,	Yes,	33.3

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$3,864,486 63	Capital stock,	$2,000,000 00
Cost of equipment,	540,717 40	Funded debt,	1,500,000 00
Current assets, as follows, viz:		Profit and loss,	6,207 50
Cash on hand,	1,003 47		
Total,	$4,506,207 50	Total,	$4,506,207 50

EAST END PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Jos. W. Cochran, President,	Williamsport, Pa.
J. F. Starr, Secretary,	Williamsport, Pa.
J. H. Boyer, Treasurer,	Williamsport, Pa.
Ernest H. Davis, General Manager,	Williamsport, Pa.

DIRECTORS.

Name.	Residence.
J. H. Boyer,	Williamsport, Pa.
Ernest H. Davis,	Williamsport, Pa.
J. W. Cochran,	Williamsport, Pa.
J. F. Starr,	Williamsport, Pa.
J. R. T. Davis,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 11, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$26,015 60	Capital stock,	$18,000 00
Cost of equipment,	6,616 03	Funded debt,	14,500 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	170 35	Loans,	3,500 00
Profit and loss,	9,644 94	Accounts payable,	6,426 92
Total,	$42,426 92	Total,	$42,426 92

Digitized by Google

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Q. Denney, President,	South Cameron St., Harrisburg, Pa.
W. J. Calder, Secretary and Treasurer,	503 N. Front street, Harrisburg, Pa.
F. B. Musser, General Superintendent,	220 S. Thirteenth St., Harrisburg, Pa.

DIRECTORS.

Name.	Residence.
E. C. Felton,	Steelton, Pa.
Edward Bailey,	Harrisburg, Pa.
T. D. Greenawalt,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
Arch G. Knisely,	Harrisburg, Pa.
James M. Cameron,	Harrisburg, Pa.
E. Z. Wallower,	Harrisburg, Pa.
George W. Reily,	Harrisburg, Pa.
John Q. Denney,	Harrisburg, Pa.
Henry A. Kelker,	Harrisburg, Pa.
H. M. Kelly,	Harrisburg, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Chartered July 28, 1896.

The East Harrisburg Passenger Railway Company was incorporated under the act of 1889, July 28, 1896. It was formerly chartered under the act of 1886, but when that act was declared unconstitutional, on account of its reference to special legislation, a new charter was applied for under the act of 1889. July 1, 1895, it was taken in charge by the Harrisburg Traction Company, and has been operated by that company since that time.

EAST READING ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. J. Brumbach, President,	Reading, Pa.
A. H. Fegely, Secretary,	Reading, Pa.
A. H. Fegely, Treasurer,	Reading, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Wm. R. McIlvain,	Reading, Pa.
Jonothan G. Lembach,	Reading, Pa.
John H. Pruntz,	Reading, Pa.
Frank P. Esterly,	Reading, Pa.
George W. Bard,	Reading, Pa.
J. Aug. Strohecker,	Reading, Pa.
A. J. Brumbach,	Reading, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Organized August, 1888, built from East Reading, Nineteenth and Perkiomen avenue, thence Ninth and Penn streets, Reading, Pa.

April 25, 1893, East Reading Railroad Company transferred by deed to East Reading Electric Railway Company.

May 4, 1893, East Reading Electric Railway Company ratified a lease to Reading Traction Company for a term of 99 years.

The Company owns a small tract of land which was not included in lease to Reading Traction Company, upon which the company has a temporary loan of $4,245.64.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$53,911 23	Capital stock,	$100,000 00
Cost of equipment,	46,088 77	Current liabilities, as follows, viz:	
Current assets,	75 20	Bills payable,	4,245 64
Real estate,	4,300 00	Profit and loss,	129 56
Total,	$104,375 20	Total,	$104,375 20

EASTON AND BETHLEHEM TRANSIT COMPANY.

OFFICERS.

Name.	Official Address.
Howard Rinek, President,	Easton, Pa.
A. D. Chidsey, Secretary,	Easton, Pa.
A. D. Chidsey, Treasurer,	Easton, Pa.
F. H. Knight, General Manager,	Easton, Pa.

Digitized by Google

DIRECTORS.

Name	Residence.
Howard Rinek,	Easton, Pa.
J. S. Rodenbough,	Easton, Pa.
F. H. Knight,	Easton, Pa.
J. V. Bull,	Easton, Pa.
A. D. Childsey,	Easton, Pa.
W. A. Wilbur,	South Bethlehem, Pa.
J. Davis Brodhead,	South Bethlehem, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, July 6, 1892.

Commenced operations July, 1894. Road and equipment built by contract. Length of road 4.11 miles. July 13, 1894, leased to Easton Transit Company. The Easton Transit Company paying as rental $3,600, the interest on the bonded indebtedness.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$179,047 14	Capital stock,	$125,000 00
Cost of equipment,	7,414 13	Funded debt,	60,000 00
		Current liabilities, as follows, viz:	
		Due lessee company for "additions and betterments,"	1,461 27
Total,	$186,461 27	Total,	$186,461 27

EASTON TRANSIT COMPANY.

OFFICERS.

Name.	Official Address.
Howard Rinek, President,	Easton, Pa.
A. D. Childsey, Secretary,	Easton, Pa.
A. D. Childsey, Treasurer,	Easton, Pa.
F. H. Knight, General Manager,	Easton, Pa.

DIRECTORS.

Name.	Residence.
Howard Rinek,	Easton, Pa.
W. A. Wilbur,	South Bethlehem, Pa.
J. Davis Brodhead,	South Bethlehem, Pa.
F. H. Knight,	Easton, Pa.
J. V. Bull,	Easton, Pa.
J. S. Rodenbough,	Easton, Pa.
A. D. Childsey,	Easton, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 27, 1866.

Original Companies.

Easton and South Easton Passenger R. R. Company.

The West End Passenger R. R. Company.

March 27, 1866. Date charter Easton, South Easton P. R. R. Company.

May 5, 1871. Date charter the West End P. R. R. Company.

May 4, 1886. Easton and South Easton P. R. R. Company, reorganized, same name.

May 4, 1886. The West End P. R. R. Company reorganized, same name.

June 1, 1886. These two companies were merged and consolidated and called Easton, South Easton and West End P. R. R. Company.

May 5, 1871. Centre Square an Delaware Bridge R. R., incorporated.

June 30, 1892. This latter company merged with Easton, South Easton and West End P. R. R. Company and called the Easton Transit Company.

March 15, 1893. The Easton Transit Company leased the Pennsylvania Motor Company, paying as rental $3,600, which is the interest on their bonds.

Indebtedness, $60,000. The Easton Transit Company agreeing to rebuild most of their road.

July 12, 1894. The Easton Transit Company leased the Easton and Bethlehem Transit Company, paying $2,600 rental, the interest on their bonded indebtedness.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Easton Transit Company.	East and West limits, city of Easton.	East and West limits of South Easton.	Owned.	8.29
Phillipsburg Horse Car Railroad Company.	Bridge, foot East Northampton street.	Limits of town of Phillipsburg; New ersey, North and South.	Owned.	3.73
Pennsylvania Motor Company.	Fourth street depot, Easton, Pa.	North East limits of city of Easton, Pa., Parker avenue terminus.	Leased.	3.34
Easton and Bethlehem Transit Company.	Fourth street depot, Easton, Pa.	Island Park, Williams township, Northampton county.	Leased.	4.10
Total, ...	.....	.....	.....	19.46

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$594,055 07	Capital stock, ...	$300,000 00
Cost of equipment, ...	87,751 58	Funded debt, ...	307,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies, ...	6,285 36	Loans, ...	79,500 00
Current assets, as follows, viz:		Accounts payable, ...	16,976 12
Cash on hand, ...	2,722 78	Profit and loss, ...	18,727 81
Pennsylvania Motor Company..	20,959 13		
Easton and Bethlehem Transit company, ...	1,461 27		
Sinking fund, ...	6,000 00		
Total, ...	$722,203 93	Total, ...	$722,203 93

Digitized by Google

ELECTRIC TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
J. J. Sullivan, President,	Philadelphia, Pa.
R. C. Brewster, Secretary,	Philadelphia, Pa.
R. C. Brewster, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Alfred Smith,	Philadelphia, Pa.
Alexander M. Fox,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
Chas. E. Ellis,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
Horace T. Potts,	Philadelphia, Pa.
M. W. Lipper,	Philadelphia, Pa.
Chas. S. Lincoln,	Philadelphia, Pa.
Geo. S. Gandy,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.
John L. Clawson,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Electric Traction Company of Philadelphia, was incorporated May 8, 1893, under act of Assembly, approved March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cables, electrical or other means."

On the 26th day of July, 1893, it acquired by lease for 999 years from July 1, 1893, the Frankford and Southwark Philadelphia City Passenger Railroad Company, together with its leased lines, viz: The Citizens' Passenger Railway Company, and the Second and Third Street Passenger Railway Company.

The Electric Traction Company has rebuilt all of these leased lines, and changed their motive power from horse to the electric trolley system.

They have also constructed the Citizens' East End Street Railway Company, the Citizens' Clearfield and Cambria Street Railway Company, and operate them.

They have also done some preliminary work for the Citizens' North End Street Railway Company, and the Brown and Parrish Street Railway Company.

The Electric Traction Company system, including all of the leased lines, named above, was leased to the Union Traction Company, of Philadelphia, July 1, 1896, and hereafter all the operations will appear and be included in the reports of that company.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	Number of Miles.
Frankford and Southwark, Philadelphia City Passenger Railway Company,	66.92
Citizens' Tenth and Eleventh Street,	14.00
Second and Third Street,	40.00
Total,	120.92

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$7,787,713 30	Capital stock,	$8,297,926 00
Current assets, as follows, viz:		Funded debt,	282,100 00
Open accounts: Union Traction Company,	945,798 20	Current liabilities, as follows, viz:	
		Accounts payable,	142,119 22
		Profit and loss,	11,372 28
Total,	$8,733,511 50	Total,	$8,733,511 50

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James McManes, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Thomas Dolan,	Philadelphia, Pa.
Wm. L. Elkins,	Philadelphia, Pa.
Peter A. B. Widener,	Philadelphia, Pa.
Geo. W. Elkins,	Philadelphia, Pa.
Geo. D. Widener,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 10, 1869.

December 26, 1873, leased to Citizens' Passenger Railway Company, and Seventeenth and Nineteenth Streets Passenger Railway Company jointly, for a term of 999 years.

December 28, 1887, Citizens' Passenger Railway assigned its interest in lease of Empire Passenger Railway Company, to Union Passenger Railway Company, to take effect January 1, 1888. Lessee to pay a rental the excess of receipts over $18.00 per day for each car run.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$1,639,911 31	Capital stock,	$600,000 00
Current assets, as follows, viz:		Funded debt,	200,000 00
Cash on hand,	1,110 82	Current liabilities, as follows, viz:	
		Due lessee company for "additions and betterments.",	705,715 00
		Accounts payable,	2,910 01
		Profit and loss,	131,397 12
Total,	$1,640,022 13	Total,	$1,640,022 13

Digitized by Google

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Wm. W. Reed, President,	Erie, Pa.
J. L. Sternberg, Secretary,	Erie, Pa.
Wm. Spencer, Treasurer,	Erie, Pa.

DIRECTORS.

Name.	Residence.
Louis Streuber,	Erie, Pa.
Max Conrad,	Erie, Pa.
S. A. Davenport,	Erie, Pa.
Geo. P. Griffith,	Erie, Pa.
C. F. Allis,	Erie, Pa.
H. F. Wilbor,	Erie, Pa.
E. W. Reed,	Erie, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 1, 1867.

The Erie City Passenger Railway Company was organized in 1867, and laid a track on State street from Second street to Twenty-sixth street, which was operated by horse power. Additional lines were constructed from time to time, and all operated by the same power until the year 1888, when its lines, rights and franchises were leased to the Erie Electric Motor Company for a term of 999 years.

For a full detailed statement, reference is respectfully called to the report of the Erie Electric Motor Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$125,000 00	Capital stock,	$100,000 00
		Funded debt,	25,000 00
Total,	$125,000 00	Total,	$125,000 00

Digitized by Google

ERIE ELECTRIC MOTOR RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. S. Casement, President,	Painsville, Ohio.
J. L. Sternberg, Secretary,	Erie, Pa.
J. L. Sternberg, Treasurer,	Erie, Pa.
H. F. Wilbur, Superintendent,	Erie, Pa.

DIRECTORS.

Name.	Residence.
J. S. Casement,	Painsville, Ohio.
S. T. Everett,	Cleveland, Ohio.
J. C. Brady,	Erie, Pa.
Wm W. Reed,	Erie, Pa.
J. L. Sternberg,	Erie, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Chartered October 8, 1888.

During the year 1888, the Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights, etc., for a period of 999 years, and now owns the entire capital stock.

Th Edison system of electrical propulsion is used on all lines operated by this company.

The entire plant has been reconstructed in a substantial manner, and all equipments renewed and replaced with the best.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	Number of miles.
Main Line,	Public Dock,	City limits, South,	Leased,	
Fourth Street Line,	State street,	Cascade street, West,	Leased,	
Sixth Street Line,	State street,	East avenue, East,	Leased,	
Eighth Street Line,	State street,	Head Mill Creek,	Leased,	
Eleventh Street Line,	State street,	East avenue, East,	Leased,	
Twelfth Street Line,	State street,	Cranberry street, West,	Leased,	
Eighteenth Street Line, East	Second and State,	East avenue, East,	Leased,	
Eighteenth Street Line, West.	Second and State,	Cascade street, West,	Leased,	
French and Twenty-sixth Street Line.	Eighteenth and State,	Twenty-sixth street to Ash lane.	Leased,	
Twenty-sixth Street Line,	Peach street,	Liberty street, West,	Leased,	
Total,				21

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$480,229 21	Capital stock,	$500,000 00
Cost of equipment,	201,968 88	Funded debt,	350,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	200,000 00	Loans,	123,291 88
Tools and machinery,	1,181 86		
Real estate,	73,692 90		
Office furniture,	399 00		
Current assets, as follows, viz:			
Cash on hand,	2,092 84		
Profit and loss,	13,637 19		
Total,	$1,173,291 88	Total,	$1,173,291 88

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. F. Henry, President,	125 Taggart street, Allegheny, Pa.
R. F. Ramsey, Secretary,	125 Taggart street, Allegheny, Pa.
R. F. Ramsey, Treasurer,	125 Taggart street, Allegheny, Pa.
W. H. Foster, Superintendent,	125 Taggart street, Allegheny, Pa.

DIRECTORS.

Name.	Residence.
E. B. Alsop,	Pittsburgh, Pa.
Wm. H. Graham,	Allegheny, Pa.
S. C. Grier,	Allegheny, Pa.
James Hunter,	Allegheny, Pa.
Arthur Kennedy,	Allegheny, Pa.
W. D. King,	Allegheny, Pa.
O. P. Scaife,	Allegheny, Pa.
Wm. Witherow,	Allegheny, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March, 1868.

The Federal Street and Pleasant Valley Passenger Railway Company was chartered in March, 1868, and the construction was completed on or about October 15, 1868.

The following named railway companies were merged into this corporation by consolidation at the dates mentioned.

People's Park Passenger Railway Company, consolidated July 12, 1889.

Observatory Hill Passenger Railway Company, consolidated July 12, 1889.

Perry Street Passenger Railway Company, consolidated April 19, 1892.

Troy Hill Passenger Railway Company, consolidated April 19, 1892.

Allegheny Street Passenger Railway Company, consolidated April 19, 1892.

Allegheny and Bellevue Passenger Railway Company, consolidated April 19, 1892.

The North End Passenger Railway Company is temporarily operated by this corporation. The receipts and expenditures of said company being included in this report.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,291,630 42	Capital stock,	$1,400,000 00
Cost of equipment,	564,391 07	Funded debt,	1,250,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Property account,	990,054 50	Loans,	87,207 95
Car house property,	30,000 00	Accounts payable,	27,418 63
Current assets, as follows, viz:		Car house mortgage,	15,000 00
Cash on hand,	3,263 26	Profit and loss,	113,699 83
Due by agents,	500 00		
Open accounts,	12,689 16		
Total,	$2,892,528 41	Total,	$2,892,528 41

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. J. Sullivan, President,	629 Market st., Philadelphia, Pa.
R. C. Brewster, Secretary,	Eighth and Dauph'n sts., Philadelphia, Pa.
R. C. Brewster, Treasurer,	Eighth and Dauph'n sts., Philadelphia, Pa.

DIRECTORS.

Name.	
Alfred Smith,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Charles S. Lincoln,	Philadelphia, Pa.
Edgar Fries,	Philadelphia, Pa.
George S. Gandy,	Philadelphia, Pa.
Alex. M. Fox,	Philadelphia, Pa.
Charles E. Ellis,	Philadelphia, Pa.
James H. Gay,	Philadelphia, Pa.
M. W. Lipper,	Philadelphia, Pa.
F. Weckerly,	Philadelphia, Pa.
Horace T. Potts,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of Assembly, April 9, 1858.

In April, 1892, it leased the Citizens' (Tenth and Eleventh) Passenger Railway Company.

January 1, 1893, it leased the Second and Third Streets Passenger Railway Company.

In April, 1893, it acquired by merger and consolidation the Lombard and South Street Passenger Railway Company.

July 1, 1893, this company, with its leased lines, was leased to the Electric Traction Company of Philadelphia for 999 years on following terms:

Rental, $12.00 per share first year.

Rental, $12.50 per share second year.

Rental, $13.00 per share third year.

Rental, $13.50 per share fourth year.

Rental, $14.00 per share fifth year.

Rental, $14.50 per share sixth year.

Rental, $15.00 per share seventh year.

Rental $16.00 per share eighth year.

Rental, $17.00 per share ninth year.

Rental, $18.00 per share tenth year and $18.00 per share for the remainder of 999 years.

First quarterly payment on September 30, 1893, and due and payable quarterly on December 31, March 31, June 30 and September 30 thereafter; also, $2,500 per annum for organization purposes, to be paid in quarterly payments as above. All substitutions, renewals and betterments to be supplied and maintained by the lessee's own expense.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,224,241 19	Capital stock,	$1,875,000 00
Cost of equipment,	582,560 49	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Loans,	24,000 00
Stocks and bonds of other companies,	42,965 22	Rental,	121,875 00
Current assets as follows, viz:		Accounts payable,	4,544 41
Cash on hand,	123,436 34		
Profit and loss,	53,216 26		
Total,	$2,025,419 41	Total,	$2,025,419 41

FRANKLIN ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. W. Echols, President,	Franklin, Pa.
G. S. White, Secretary,	Franklin, Pa.
E. W. Echols, Treasurer,	Franklin, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
H. F. James,	Franklin, Pa.
Isaac St. Clair,	Franklin, Pa.
E. G. Crawford,	Franklin, Pa.
F. M. Allison,	Sandy Lake, Pa.
C. A. Myers,	Franklin, Pa.
G. S. White,	Franklin, Pa.
E. W. Echols,	Franklin, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Original charter granted August 4, 1893. Ordinance passed by councils of the city of Franklin, granting local rights of way, etc., September 9, 1893, and amended afterwards and finally passed November 10, 1893, granting rights of way over a portion of route described in charter and articles of association, also over entire additional part of route as per extension of September 7, 1893, as hereinafter set forth.

Construction was commenced April 29, 1894, as per contract, and was completed, except as to laying track over a county bridge (on Thirteenth street, Franklin) across French creek, connecting Third ward of the city with the First and Second wards, September 30, 1894. Power could not then be furnished, hence cars were not run (over portion thus completed) until October 15, 1894. The road has been in continuous operation since date last mentioned. It was found necessary, however, to discontinue operation of that part lying in Third ward (east or north of French creek) after the heavy snows of winter set in, because of being deprived of the use of the bridge above mentioned.

Negotiations for use of said bridge are now (June 30, 1895) pending, with fair prospects of securing from the county commissioners the use of same.

On 7th of November, 1894, a further extension of route to Oil City, Pa., was determined upon and proper papers were prepared and duly filed for same. This extension necessitated negotiations with the Franklin and Oil City Electric Street Railway Company, as said extension covers a portion of the route of the last named company, and looking toward a consummation of same, the proper and necessary resolutions were adopted by the stockholders and also the directors of the Franklin Electric Street Railway Company, authorizing an increase of its capital stock, $140,000 (making a total of $200,000).

On February 9, 1895, the negotiations terminated in an agreement to consolidate the two companies by both being merged into the Franklin Electric Street Railway Company.

Steps are now being taken to enter upon the construction of the extension thus partially provided for by completing the road heretofore begun by the Franklin and Oil City Electric Street Railway Company over the route or extensions of route of the last named company, the same being embraced in the extensions of the route of the Franklin Electric Street Railway Company November 7, 1894, above mentioned.

Since entering above (history, etc.), an agreement has been entered into between the county commissioners and Franklin Electric Street Railway Company, under date of August 9, 1895, whereby said company has the use of said bridge, and having laid its tracks, etc., is now running cars over the entire line in all three wards of the city.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$81,266 22	Capital stock,	$50,000 00
Cost of equipment,	2,500 00	Funded debt,	2,000 00
Other permanent investments as follows, viz:		Unfunded debt,	40,196 88
Paid as per report to June 30, 1895, to directors	26,830 00	Gross receipts,	13,824 24
General expenses as rendered,	11,464 89		
Total,	$116,021 12	Total,	$116,021 12

Digitized by Google

FORT PITT, STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Joshua Rhodes, President,	Pittsburgh, Pa.
W. C. O'Reilly, Secretary,	Pittsburgh, Pa.
William Montgomery, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
Joshua Rhodes,	Pittsburgh, Pa.
William B. Rhodes,	Pittsburgh, Pa.
J. W. Latshaw,	Pittsburgh, Pa.
W. C. O'Reilly,	Pittsburgh, Pa.
Thomas Armor,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 27, 1895.

Organized May 25, 1895, with a capital stock of $50,000, which, by unanimous consent of the stockholders, on November 16, 1895, was increased to $300,000.

The stock has been purchased by, and is now owned by the Fort Pitt Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	[illegible]	Capital stock,	$300,000 00
Total,	[illegible]	Total,	$300,000 00

FORT PITT TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
George W. Elkins, President,	Pittsburgh, Pa.
James A. McDevitt, Secretary,	Pittsburgh, Pa.
William Montgomery, Treasurer,	Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
George W. Elkins,	Pittsburgh, Pa.
C. L. Magee,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
T. H. Given,	Pittsburgh, Pa.
James A. McDevitt,	Lancaster, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 17, 1895.

Organized July 13, 1895, with a capital stock of $500,000, which, by unanimous consent of the stockholders, on November 16, 1895, was increased to $3,000,000.

This company has acquired, by purchase, the following lines of street railway companies:

Fort Pitt Street Passenger Railway Company.

Negley Street Railway.

Gross Street Railway.

Highland Park Passenger Railway.

Commenced operating May 9, 1896.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$2,900,000 00	Capital stock,	$3,000,000 00
Cost of equipment,	144,950 00	Funded debt,	938,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	520,252 77	Interest on funded debt due and accrued,	13,452 77
Rights of way,	240,000 00		
Organization,	27,490 00		
Commissions,	18,760 00		
Zoological building,	100,000 00		
Total,	$3,951,452 77	Total,	$3,951,452 77

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Martin V. Burton, President,	316-320 Chestnut street, Philadelphia.
John Jay Gilroy, Secretary,	316-320 Chestnut street, Philadelphia.
Harry J. Delany, Treasurer,	316-320 Chestnut street, Philadelphia.

DIRECTORS.

Name.	Residence.
Mayer Seidenbach,	Philadelphia, Pa.
Clarence B. Moore,	Philadelphia, Pa.
William Dulles,	Philadelphia, Pa.
Samuel H. Jarden,	Philadelphia, Pa.
Martin V. Burton,	Philadelphia, Pa.
Henry Seidenbach,	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Germantown Passenger Railway Company is leased to the People's Passenger Railway Company of Philadelphia for 999 years, from October 1, 1881, at an annual rental of $135,000. Lessee pays, in addition to rental, all interest on bonds, taxes, expenses of maintaining organization, etc.

By the terms of a supplemental lease made December 1, 1893, the annual rental will be increased as follows: January 1, 1895, $142,500; January 1, 1896, $150,000; January 1, 1897, and thereafter, $157,500.

By the terms of the lease the rental is paid to the Guarantee Trust and Safe Deposit Company, and by them converted into dividends and paid by them, likewise the interest on both issues of bonds; and the same provision extends to the sinking fund of the bonds in the hands of the said Guarantee Trust and Safe Deposit Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$950,782 56	Capital stock,	$572,800 00
Current assets as follows, viz:		Funded debt,	227,500 00
Cash on hand,	5,069 33	Current liabilities as follows, viz:	
Sinking fund for interest held by Guarantee Trust and Safe Deposit Company as trustees,	94,204 68	Dividends unpaid,	310 87
Expenses, etc.,	1,484 00	Due lessee company for additions and betterments,	150,532 51
		Directors' accounts,	46 50
		Interest on bank balance,	146 01
		Maintenance of organization,	6,000 00
		Sinking fund, Guarantee Trust and Safe Deposit Company,	94,204 68
Total,	$1,051,540 57	Total,	$1,051,540 57

GETTYSBURG ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. M. Hoffer, President,	Hummelstown, Pa.
George P. Hoffer, Secretary,	Hummelstown, Pa.
George P. Hoffer, Treasure,	Hummelstown, Pa.

DIRECTORS.

Name.	Residence.
E. M. Hoffer,	Hummelstown, Pa.
H. E. Houck,	Hummelstown, Pa.
F. D. Blessing,	Hummelstown, Pa.
George H. Grove,	Hummelstown, Pa.
David Castle,	Hummelstown, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 28, 1891.

Organized in July, 1891; work of construction begain in April, 1893, part of road operated from July 14, 1893; road constructed and ready for operation, and operated May 1, 1894. Authorized capital stock increased to $200,000; $200,000 bonds issued.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$161,232 06	Capital stock,	$100,000 00
Cost of equipment,	78,354 42	Funded debt,	200,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	105 10		
Open accounts,	17,784 26	Accounts payable,	8,018 21
Profit and loss,	50,542 37		
Total,	$308,018 21	Total,	$308,018 21

GIRARD AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. C. Golden, President,	Ninth and Dauphin sts., Philadelphia, Pa.
Thomas B. Foot, Secretary,	Ninth and Dauphin sts., Philadelphia, Pa.
Thomas B. Foot, Treasurer,	Ninth and Dauphin sts., Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
D. C. Golden,	Philadelphia, Pa.
Thomas B. Foot,	Philadelphia, Pa.
Nelson Sailer,	Philadelphia, Pa.
R. C. Shelmerdine,	Philadelphia, Pa.
McClellan Hersh,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 17, 1894.

Double track constructed. Commencing at the intersection of Girard avenue and Lancaster avenue, thence along Girard avenue to Fifty-fourth street.

Cars began to run May 30, 1895, and the road is operated by the People's Passenger Railway Company, under a traffic agreement, and the operating results are included in the report of that company.

Leased to the People's Passenger Railway Company June 22, 1896, for the term of nine hundred and ninety-nine (999) years, to take effect as of the 30th day of May, 1895.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash on hand,	$344 22	Capital stock,	$500 00
Profit and loss,	155 78		
Total,	$500 00	Total,	$500 00

GLENWOOD AND DRAVOSBURG ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Glenwood, Twenty-third ward, Pittsburgh, Pa.
John C. Reilly, Secretary,	Glenwood, Twenty-third ward, Pittsburgh, Pa.
John C. Reilly, Treasurer,	Glenwood, Twenty-third ward, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James D. Callery,	410 N. Highland avenue, Pittsburgh, Pa.
Henry J. Bowdoin,	Baltimore, Md.
John C. Reilly,	Oakland, Pittsburgh, Pa.
William V. Callery,	N. Highland avenue, Pittsburgh, Pa.
Pat. Calhoun,	Cleveland, O.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 13, 1893.

On the first day of December, 1894, all the property and franchises of the Glenwood and Dravosburg Electric Street Railway Company passed into possession and control of the Second Avenue Traction Company, and since the completion of the road has been operated by the latter company. All the stock of the railway company having been purchased by the Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Part cost of road and franchises,	$54,000 00	Capital stock,	$54,000 00
*Total,	$54,000 00	Total,	$54,000 00

*See Second Avenue Traction Company.

Digitized by Google

GREEN AND COATES STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Moses A. Dropsie, President,	Philadelphia, Pa.
Lewis S. Renshaw, Secretary,	Philadelphia, Pa.
Lewis S. Renshaw, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
James McManes,	Philadelphia, Pa.
Phineas Fries,	Philadelphia, Pa.
William Dulles,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.
Moyer Seidenbach,	Philadelphia, Pa.
Mayer Troutman,	Philadelphia, Pa.
Joseph Koch,	Philadelphia, Pa.
Martin Burton,	Philadelphia, Pa.
B. Frank Hart,	Philadelphia, Pa.
Samuel H. Jarden,	Philadelphia, Pa.
Henry Seidenbach,	Philadelphia, Pa.
James Buckman,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 21, 1858.

The Green and Coates Streets Philadelphia Passenger Railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of $60,000 per annum.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment at date of lease,	$258,181 43	Capital stock,	$150,000 00
Other permanent investments as follows, viz:		Funded debt,	100,000 00
Real estate,	64,285 19	Ground rent and mortgages,	21,916 68
Current assets as follows, viz:		Profit and loss,	58,817 39
Cash on hand,	8,267 45		
Total,	$330,734 07	Total,	$330,734 07

Digitized by Google

GREENSBURG AND HEMPFIELD RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. W. Jamison, President,	Greensburg, Pa.
James E. Keenan, Secretary,	Greensburg, Pa.
James E. Keenan, Treasurer,	Greensburg, Pa.
R. C. Reamer, Superintendent,	Greensburg, Pa.

DIRECTORS.

Name.	Residence
W. W. Jamison,	Greensburg, Pa.
Thomas Donohoe,	Greensburg, Pa.
F. Y. Clopfer,	Greensburg, Pa.
W. T. Sadler,	Greensburg, Pa.
H. G. Beetem,	Greensburg, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Greensburg and Hempfield Electric Street Railway Company was granted a charter by the Commonwealth of Pennsylvania, on the 27th day of September, 1889; organized 29th September, 1889, at which time books were opened for subscriptions to the capital stock of said company. The stock subscribed and paid up was 1,185 shares at $50.00 per share, amounting to $59,250.00. The contract for constructing road was made May 1, 1890, and the road was finished and fully equipped and turned over to the company on October 20, 1890.

The Greensburg and Hempfield Electric Street Railway was consolidated with the following companies, viz: **Greensburg and Suburban Street Railway Company, June 27, 1890; Greensburg Street Railway Company, May 13, 1890.**

Electricity is the power used for propelling cars on the Greensburg and Hempfield Electric Street Railway.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$118,500 00	Capital stock,	$59,250 00
Other permanent investments as follows, viz:		Funded debt,	59,250 00
Park improvement,	1,276 12	Current liabilities as follows, viz:	
Plant improvement and extension,	3,571 05	Interest on funded debt, due and accrued,	13,665 00
Current assets as follows, viz:		Loans (note),	3,700 00
Cash on hand,	589 61	Accounts payable,	1,311 50
Materials and supplies on hand,	750 00	Mortgage on park,	3,250 00
Profit and loss,	16,844 72	Interest on mortgage,	1,105 00
Total,	$141,531 50	Total,	$141,531 50

Digitized by Google

GREENSBURG, JEANNETTE AND PITTSBURGH STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. F. Sadler, President,	Carlisle, Pa.
M. F. Thompson, Secretary,	Carlisle, Pa.
M. F. Thompson, Treasurer,	Carlisle, Pa.
W. F. Sadler, Jr., Superintendent,	Greensburg, Pa.

DIRECTORS.

Name.	Residence.
W. F. Sadler,	Carlisle, Pa.
M. F. Thompson,	Carlisle, Pa.
H. S. Beetem,	Carlisle, Pa.
C. H. Gregg,	Greensburg, Pa.
L. S. Sadler,	Carlisle, Pa.
J. S. Kaufman,	Harrisburg, Pa.
Thomas G. Vale,	Carlisle, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 30, 1894.

The company was organized on the 17th of November, 1894, and application made for a charter under the act of 14th May, 1889. The original route of the company ran from Greensburg, Westmoreland county, to Turtle creek, in Allegheny county. This was subsequently modified and the western terminus of the road is now Stewart Station. The route as contemplated was through the boroughs of Greensburg, Fort Pitt, Jeanette, Burrell, Penn, Manor, Westmoreland City, Shafton, Middle, Irwin, West Irwin, Larimer and a number of other villages and towns into Stewart's Station. A contract was let for the construction of the road on January 22, 1895, and rights of way and franchises were subsequently secured and work commenced on the construction in the summer of 1895. The road between Greensburg and Jeanette was completed in November, 1895, and operation commenced soon after. For some time but two cars were run, and in considering estimates on subsequent pages, this must be remembered. Since then, the road has been completed from Jeanette to Penn borough, and is now in operation to that point. No lines have been leased nor has any consolidation with any other road been made.

On February 15, 1895, the capital stock of the company was increased to $500,000, and on March 25, 1895, the indebtedness was increased to $500,000.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$314,500 00	Capital stock,	$187,500 00
Cost of equipment,	60,500 00	Funded debt,	187,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	548 30	Interest on funded debt due and accrued,	900 00
Material and supplies on hand,	1,250 00	Accounts payable,	650 00
Additions and betterments,	2,085 00	Profit and loss,	2,335 30
Total,	$378,883 30	Total,	$378,883 30

Digitized by Google

GROSS STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William B. Rhodes, President,	Pittsburgh, Pa.
W. C. O'Reilly, Secretary,	Pittsburgh, Pa.
William Montgomery, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
William B. Rhodes,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
William H. Latshaw,	Pittsburgh, Pa.
W. C. O'Reilly,	Pittsburgh, Pa.
John J. O'Reilly,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 3, 1895.

Organized June 1, 1895, with a capital stock of $6,000, which, by unanimous consent of the stockholders, on November 16, 1895, was increased to $100,000.

The stock has been purchased by, and is now owned, by the Fort Pitt Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total,	$100,000 00

HANOVER AND McSHERRYSTOWN RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
C. E. Enrehart, President,	Hanover, Pa.
A. H. Melhorn, Secretary,	Hanover, Pa.
E. H. Hostetter, Treasurer,	Hanover, Pa.
Evan Bailey, Superintendent,	Hanover, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
J. H. Schmuck,	Hanover, Pa.
L. D. Sell,	Hanover, Pa.
E. H. Hostetter,	Hanover, Pa.
A. H. Melhorn,	Hanover, Pa.
John A. Paist,	McSherrystown, Pa.
S. L. Johns,	McSherrystown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 30, 1892.

Work on the construction of the road was begun in May, 1893, completed and operation commenced September 8, 1893. The road connects the towns of Hanover and McSherrystown, the whole length of it being three and one-quarter miles. Operations were begun with two closed motor cars, and up to this time another motor car and trailer have been added to the equipment. The power for the operation of the road is obtained from the Hanover Light, Heat and Power Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$26,579 84	Capital stock,	$30,000 00
Cost of equipment,	8,237 00	Current liabilities as follows, viz:	
Current assets as follows, viz:			
Cash on hand,	178 93	Loans,	5,900 00
Material and supplies on hand,	418 00		
Profit and loss,	486 23		
Total,	$35,900 00	Total,	$35,900 00

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
H. A. Kelker, President,	Harrisburg, Pa.
Alex. Roberts, Secretary,	Harrisburg, Pa.
W. L. Gorgas, Treasurer,	Harrisburg, Pa.

DIRECTORS.

Name.	Residence.
J. G. M. Bay,	Harrisburg, Pa.
Edward Bailey,	Harrisburg, Pa.
Harris Cohen,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
George A. Gorgas,	Harrisburg, Pa.
H. M. Kelly,	Harrisburg, Pa.
A. C. McKee,	Harrisburg, Pa.
George J. Roher,	Harrisburg, Pa.
George R. Fleming,	Harrisburg, Pa.
E. C. Felton,	Steelton, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 1, 1861.

On May 31, 1891, the East Harrisburg Passenger Railway Company leased, for a term of ninety-nine years, the road bed, property and franchises of this company, at the annual rental of $15,000 and expenses of maintaining the organization of this company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$125,000 00	Capital stock,	$125,000 00
Other permanent investments as follows, viz:		Profit and loss,	9,293 24
Stocks of other companies,	1,200 00		
Current assets as follows, viz:			
Cash on hand,	8,093 24		
Total,	$134,293 24	Total,	$134,293 24

HARRISBURG TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. C. Felton, President,	7 South Second st., Harrisburg, Pa.
W. J. Calder Secretary,	7 South Second st., Harrisburg, Pa.
W. J. Calder Treasurer,	7 South Second st., Harrisburg, Pa.
F. B. Musser, Superintendent,	7 South Second st., Harrisburg, Pa.

DIRECTORS.

Name.	Residence.
Edward Bailey,	Harrisburg, Pa.
T. H. Greenawalt,	Harrisburg, Pa.
B. F. Meyers,	Harrisburg, Pa.
E. Z. Wallower,	Harrisburg, Pa.
A. G. Knisely,	Harrisburg, Pa.
Henry A. Kelker,	Harrisburg, Pa.
Henry Kelley,	Harrisburg, Pa.
F. Eugene Walz,	Harrisburg, Pa.
James M. Cameron,	Harrisburg, Pa.
George W. Reily,	Harrisburg, Pa.
C. L. Brinser,	Harrisburg, Pa.
E. W. S. Parthemore,	Harrisburg, Pa.
J. F. Dunkle,	Harrisburg, Pa.
David Fleming	Harrisburg, Pa.
E. C. Felton,	Steelton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 18, 1895.

The Harrisburg Traction Company was incorporated June 18, 1895, under the act of 1887, and since that time has been operating the lines of the Citizens' Passenger Railway Company and the East Harrisburg Passenger Railway Company and its leased lines.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	Leased.	No. of miles.
East Harrisburg Passenger Railway Company,	Leased,	24
Citizens' Passenger Railway Company,	Leased,	6
Harrisburg City Passenger Railway Company,	Leased,	5
Middletown, Highspire and Steelton Passenger Railway Company,	Leased,	12
		47

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$4,321 65	Capital stock,	$1,870,000 00
Cost of equipment,	9,313 29	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Dividends unpaid,	25,163 00
Stock of other companies,	1,870,000 00	Accounts payable,	7,881 86
Current assets as follows, viz:		Sundries,	12,473 76
Cash on hand,	25,828 42	Bills payable,	21,900 00
Bills receivable,	3,163 25	Profit and loss,	501 12
Open accounts,	30,298 95		
Materials and supplies on hand,	4,294 80		
Total,	$1,947,420 34	Total,	$1,947,420 34

HARRISBURG AND MECHANICSBURG ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George W. Cumbler, President,	Highspire, Pa.
W. L. Gorgas, Secretary,	Harrisburg, Pa.
W. L. Gorgas, Treasurer,	Harrisburg, Pa.
F. H. Alleman, Superintendent,	Steelton, Pa.

DIRECTORS.

Name.	Residence.
George W. Cumbler,	Highspire, Pa.
F. H. Alleman,	Steelton, Pa.
S. F. Dunkle,	Steelton, Pa.
B. F. Meyers,	Harrisburg, Pa.
C. D. Slucker,	Harrisburg, Pa.
W. L. Gorgas,	Harrisburg, Pa.
J. B. Kaufman,	New Cumberland, Pa.
J. J. Baughman,	New Cumberland, Pa.
J. D. Landis,	Mechanicsburg, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 7, 1892.

The roads of the Fairview and Riverton Electric Railway Company and the Harrisburg and Cumberland Electric Railway Company are now owned and merged into the Harrisburg and Mechanicsburg Electric Railway Company, which owns all their rights, franchises and stock, and assumed all indebtedness.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$255,616 00	Capital stock,	$127,500 00
Cost of equipment,	13,484 00	Funded debt,	141,600 00
Current assets as follows, viz:		Profit and loss,	1,845 15
Cash on hand,	1,845 15		
Total,	$270,945 15	Total,	$270,945 15

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Isaac Blum, President,	713 Drexel Building, Philadelphia, Pa.
W. R. Benson, Secretary,	4300 Lancaster avenue, Philadelphia, Pa.
W. R. Benson, Treasurer,	4300 Lancaster avenue, Philadelphia, Pa.
D. A. Hegarty, Superintendent,	4300 Lancaster avenue, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Charles H. Bques	Philadelphia, Pa.
George D. McCreary,	Philadelphia, Pa.
Simon J. Marks,	Philadelphia, Pa.
Ferdinand Marks,	Philadelphia, Pa.
Samuel Y. Heebner,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 6, 1859.

Incorporated by act of Assembly approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company on December 29, 1864, and with the Fairmount Passenger Railway Company on February 15, 1865.

The overhead trolly system of electricity was introduced on this road in December, 1894.

On May 6, 1895, this company leased the Fairmount Park and Haddington Passenger Railway for a period of 999 years, at a guaranteed rental of six per cent. on the capital stock of said railway and now operates it.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Hestonville, Mantua and Fairmount Passenger Railroad Company, made up by consolidation of the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company, embracing lines operating on Arch, Race and Vine streets owned by the Hestonville, Mantua and Fairmount Passenger Railroad Company, 17.83.

Arch Street Line: Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford street, to Thirty-third street, to Spring Garden street, to Twentieth street, to Arch street, to Front street, up Arch street to Twenty-first street, to Callowhill street, to Twenty-third street, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue, and from Lancaster avenue, to Fifty-second street, to George's Hill, returning by same route.

Race and Vine Street Line: From Twenty-sixth and Biddle streets to Twenty-fifth street, to Hamilton, to Twenty-second street, to Race street, to Second street, to Walnut street, to Dock street, to Third street, to Vine street, to Twenty-third street, to Callowhill street, to Twenty-sixth and Biddle streets.

Fairmount Park and Haddington Passenger Railway (leased): Fifty-second street and Lancaster avenue to Lansdowne avenue, to Sixty-third street, to Girard avenue, to Sixty-first street, to Master street, to Fifty-fourth street, to Lansdowne avenue, to Fifty-second street; also, North on Sixty-third street to Lancaster avenue, returning by same route, with privilege of extending from Sixty-third and Lansdowne avenue to Pennock street, to Cobbs Creek.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,332,009 21	Capital stock,	$833,281 26
Cost of equipment,	551,457 53	Funded debt,	1,250,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	20,000 00	Loans,	100,000 00
Real estate,	438,439 68	Ground rents and mortgages,	30,528 18
Reserve fund,	55,042 08	Fairmount Park and Haddington Passenger Railway Company,	10,703 70
Current assets, as follows, viz:		Profit and loss,	188,715 41
Cash on hand,	14,908 66		
Bills receivable,	500 00		
Sundries,	871 49		
Total,	$2,413,228 65	Total,	$2,413,228 65

HIGHLAND PARK PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William B. Rhodes, President,	Pittsburgh, Pa.
W. C. O'Reilly, Secretary,	Pittsburgh, Pa.
William Montgomery, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
William B. Rhodes,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
W. C. O'Reilly,	Pittsburgh, Pa.
O. S. Decker,	Pittsburgh, Pa.
Robert S. Frazer,	Pittsburgh, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 2, 1895.

Organized August 1, 1896, with a capital stock of $4,000, which, by unanimous consent of the stockholders, on November 16, 1895, was increased to $300,000.

The stock has been purchased by, and is now owned by the Fort Pitt Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$300,000 00	Capital stock,	$300,000 00
Total,	$300,000 00	Total,	$300,000 00

HOMESTEAD AND HIGHLANDS STREET RAILWAY COMPANY.

OFFICERS.

Name	Official Address.
Thomas A. Noble, President,	118 Diamond st., Pittsburgh, Pa.
J. Harper Adams, Secretary,	Homestead, Pa.
Louis Rott, Treasurer,	Homestead, Pa.
S. J. Macfarnen, Manager,	Pittsburgh, East End.

DIRECTORS.

Name.	Residence.
Thomas A. Noble,	Pittsburgh, Pa.
Richard G. Wood,	Allegheny, Pa.
Louis Rott,	Homestead, Pa.
Jacob Troutman,	Homestead, Pa.
S. J. Macfarnen,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 6, 1892.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Homestead and Highlands Street Railway Company.	Homestead, Pa., ...	Homeville, Pa., ...	Owned, ...	4

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$284,328 18	Capital stock, ...	$200,000 00
Cost of equipment, ...	90,711 52	Funded debt, ...	20,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand, ...	457 85		
Open accounts, ...	19,583 13	Loans, bills payable, ...	165,322 62
Materials and supplies on hand,	1,605 52	Sundries, ...	6,888 16
Profit and loss, ...	2,834 58	Mortgages payable, ...	7,300 00
Total, ...	$399,520 78	Total, ...	$399,520 78

HOLMESBURG, TACONY AND FRANKFORD ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
H. A. Mullen, President, ...	Philadelphia, Pa.
Charles A. Porter, Secretary, ...	Philadelphia, Pa.
Charles A. Porter, Treasurer, ...	Philadelphia, Pa.
C. P. Holcomb, Superintendent, ...	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
H. A. Mullen, ...	Philadelphia, Pa.
Charles A. Porter, ...	Philadelphia, Pa.
David Martin, ...	Philadelphia, Pa.
John K. Andre, ...	Philadelphia, Pa.
William Miller, ...	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 29, 1890.

The road was built in 1895; the first car was run October 6, 1895.

The company has been authorized to issue 16,000 shares of stock, 8,000 of which have been accounted for in this report. The additional 8,000 shares have been issued and ten per cent., or $40,000.00 paid. This amount has since been paid out on account of betterments and will appear in next year's report as the work on June 30 was in such an incomplete shape that it would be impossible to give any detail.

DETAILS OF ROADS OWNED AND LEASED.

From—	To—	Owned.	Leased.	No. of miles.
Homesburg Junction,	Bridge street,		Leased,	2.18
Poquessing Creek,	Bridge street,		Leased,	6.18
Homesburg Junction,	Frankford avenue,		Leased,	.59
Bridge,	Harrison,	Owned,		1.11
Frankford avenue,	State Road,	Owned,		.61
Total,				11.67

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$582,648 25	Capital stock,	$400,000 00
Cost of equipment,	188,198 23	Funded debt,	400,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	10,152 94		
Open accounts,	55,514 21	Interest on funded debt due and accrued,	3,983 34
Additions and betterments on leased lines,	4,135 56	Loans,	20,000 00
Profit and loss,	6,805 93	Accounts payable,	23,471 78
Total,	$847,455 12	Total,	$847,455 12

HUNTINGDON STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George D. Widener, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Peter A. B. Widener,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
David H. Lane,	Philadelphia, Pa.
George R. Yarrow,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 15, 1894.

August 29, 1894, began operations.

August 15, 1895, leased to Philadelphia Traction Company, to take effect the 1st of October 1895, for a term of 999 years. Lessee to pay on the 1st days of April and October three per cent. on the par value of stock actually issued, being six per cent. per annum, together with the sum of $250 per annum, to pay all taxes and license fees now or hereafter imposed.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$27,718 00	Capital stock,	$6,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	22 00	Due lessee company for "additions and betterments,"	21,740 00
Total,	$27,740 00	Total,	$27,740 00

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Tom L. Johnson, President,	Cleveland, Ohio.
S. E. Young, Secretary,	Johnstown, Pa.
Herman Banner, Treasurer,	Johnstown, Pa.
S. E. Young, General Manager,	Johnstown, Pa.

DIRECTORS.

Name.	Residence.
Tom L. Johnson,	Cleveland, Ohio.
A. J. Moxham,	Lorain, Ohio.
Herman Banner,	Johnstown, Pa.
S. E. Young,	Johnstown, Pa.
T. C. Du Pont,	Johnstown, Pa.
J. H. Walters,	Johnstown, Pa.
Charles F. Kress,	Johnstown, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 8, 1882.
Destroyed by the flood May 31, 1889.
Rebuilt in 1890 and 1891.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From.	To.	Owned.	No. of miles.
Main line, ...	Moxham, ...	Coopersdale, ...	Owned, ...	5½
Maple avenue extension,	Main and Franklin street intersection.	City line on Maple avenue.	Owned, ...	2
Dale borough extension,	Main and Franklin street intersection.	Dale borough, ...	Owned, ...	1¼
Roxbury extension, ...	Central avenue, ...	Roxbury, ...	Owned, ...	1

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$397,298 16	Capital stock, ...	$210,000 00
Cost of equipment, ...	144,092 42	Funded debt, ...	250,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand, ...	5,015 49		
Bills receivable, ...	2,500 00	Dividends unpaid, ...	6,366 00
Open accounts, ...	6,021 22	Loans, ...	58,396 04
		Profit and loss, ...	30,028 35
Total, ...	$554,929 39	Total, ...	$554,929 39

KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George D. Widener, President, ...	Philadelphia, Pa.
D. W. Dickson, Secretary, ...	Philadelphia, Pa.
D. W. Dickson, Treasurer, ...	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
George W. Elkins,	Philadelphia, Pa.
David H. Lane,	Philadelphia, Pa.
P. F. Bower,	Philadelphia, Pa.
John B. Peddle,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 17, 1892.

June 30, 1892, leased to Union Passenger Railway Company for a term of 999 years, from the 30th day of June, 1892. Lessee to pay $150 on the 1st days of January and July, making $300 per annum, during continuance of lease, and to pay all taxes now or hereafter imposed.

February 18, 1895, changed from horse to electric power.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$24,915 31	Capital stock,	$5,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	164 80	Due lessee company for "additions and betterments,"	20,080 11
Total,	$25,080 11	Total,	$25,080 11

LANCASTER AND COLUMBIA RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Martin L. Herr, President,	Lancaster, Pa.
J. W. B. Bausman, Secretary,	Lancaster, Pa.
John C. Carter, Treasurer,	Lancaster, Pa.

DIRECTORS.

Name.	Official Address.
Dr. M. L. Herr,	Lancaster, Pa.
Walter M. Franklin,	Lancaster, Pa.
George Vaumon,	Lancaster, Pa.
A. C. Reinoehl,	Lancaster, Pa.
J. W. B. Bausman,	Lancaster, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: 1891.

The length of the road is eight miles, extending from Lancaster to Columbia, along the line of the Susquehanna turnpike, connecting with the systems of the two towns above named. It is leased to the Pennsylvania Traction Company for a long term of years at an annual rental of $22,500, beginning February 1, 1894, and payable semi-annually, February 1st and August 1st.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$262,500 00	Capital stock,	$37,500 00
Current assets as follows, viz:		Funded debt,	225,000 00
Cash on hand,	527 85	Profit and loss,	527 85
Total,	$263,027 85	Total,	$263,027 85

LEBANON AND ANNVILLE STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. M. Shenk, President,	Lebanon, Pa.
H. H. Light, Secretary,	Lebanon, Pa.
Frank H. Reinoehl, Treasurer,	Lebanon, Pa.
Charles H. Smith, Superintendent,	Lebanon, Pa.

DIRECTORS.

Name.	Residence.
J. M. Shenk,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
S. P. Light,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
John H. Hoffa,	Lebanon, Pa.
H. O. Nutting,	Lebanon, Pa.
H. H. Kreider,	Annville, Pa.
S. L. Brightbill,	Annville, Pa.
H. C. Harner,	Lancaster, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 12, 1890.

Partly opened to travel August 17, 1891. Entire road opened to travel May 30, 1892.

Capital stock increased October 15, 1891, from $60,000 to $100,000.

First mortgage five per cent. bonds, $100,000. Issued June 1, 1892, for purpose of paying extensions to the road, and additional equipment.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$158,332 03	Capital stock,	$100,000 00
Cost of equipment,	50,167 73	Funded debt,	100,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	805 12	Dividends unpaid,	4,000 00
Additions and betterments on leased lines,	463 44	Profit and loss,	5,768 32
Total,	$209,768 32	Total,	$209,768 32

LEBANON AND MYERSTOWN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. M. Shenk, President,	Lebanon, Pa.
S. L. Brightbill, Secretary,	Annville, Pa.
George D. Rise, Treasurer,	Lebanon, Pa.

DIRECTORS.

Name.	Residence.
J. M. Shenk,	Lebanon, Pa.
Thomas Evans,	Lebanon, Pa.
Christ. Shenk,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
L. H. Nutting,	Lebanon, Pa.
H. H. Kreider,	Annville, Pa.
S. L. Brightbill,	Annville, Pa.
H. C. Harner,	Lancaster, Pa.
S. F. Light,	Lebanon, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 4, 1892.

Commenced operation August 25, 1893.

The road is operated by the Lebanon and Annville Street Railway Company, which company's reports cover all details of operations of this road jointly with their own.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$70,613 85	Capital stock,	$76,650 00
Cost of equipment,	7,784 50	Current liabilities as follows, viz:	
Current assets as follows, viz:		Bills payable,	3,000 00
Cash on hand,	524 88		
Bills receivable,	200 00		
General expenses,	135 50		
Interest,	290 87		
Total,	$79,650 00	Total,	$79,650 00

Digitized by Google

LEHIGH AVENUE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William H. Shelmerdine, President,	Eighth and Dauphin streets, Philadelphia, Pa.
R. C. Brewster, Secretary,	Eighth and Dauphin streets, Philadelphia, Pa.
R. C. Brewster, Treasurer,	Eighth and Dauphin streets, Philadelphia, Pa.
C. C. Benson, Superintendent,	Eighth and Dauphin streets, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Alfred Smith,	Philadelphia, Pa.
James F. Sullivan,	Philadelphia, Pa.
E. H. Halts,	Philadelphia, Pa.
M. W. Lipper,	Philadelphia, Pa.
Charles S. Lincoln,	Philadelphia, Pa.
John L. Clawson,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 18, 1873.

Corporation organized December 24, 1873.

City ordinance granting permission to lay tracks, December 24, 1886.

Construction of track begun in 1887.

Commenced running storage battery cars May 1, 1890.

Changed motive power from storage battery to horses January 16, 1891.

Commenced running cars by electricity, overhead trolleys, November 11, 1894.

Capital stock authorized by charter, 12,000 shares, with right to increase to 20,000 shares.

Decemer 24, 1873, 12,000 shares subscribed for and $5 per share paid January 3, 1888. Capital increased 8,000 shares by vote of stockholders, and $5 per share called on the additional 8,000 shares.

March 6, 1889, $5 per share called on the 20,000 shares.

November 6, 1890, $5 per share called on the 20,000 shares.

October 26, 1892, $5 per share called on the 20,000 shares.

April 9, 1894, $10 per share called on the 20,000 shares.

Total amount paid on each share, $30.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From.	To.	Owned.	No. of miles.
Lehigh Avenue Railway Company.	Ridge avenue,	Second street,	Yes,	6

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$476,050 50	Capital stock,	$600,000 00
Cost of equipment,	34,673 87	Current liabilities as follows, viz:	
Current assets as follows, viz:			
Cash on hand,	83,463 05	Accounts payable,	12,138 69
Profit and loss,	17,951 27		
Total,	$612,138 69	Total,	$612,138 69

LEHIGH TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. W. Kline, President,	Hazleton, Pa.
E. S. Doud, Secretary,	Hazleton, Pa.
N. C. Yost, Treasurer,	Hazleton, Pa.
A. Markle General Manager,	Hazleton, Pa.

DIRECTORS.

Name.	Residence.
C. W. Kline,	Hazleton, Pa.
John B. Price,	Hazleton, Pa.
H. Dryfoos,	Hazleton, Pa.
John G. Saeger,	Hazleton, Pa.
George R. Bedford,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 7, 1892.

The Lehigh Traction Company, of Hazleton, Luzerne county, Pa., was chartered November 7, 1892, under the provisions of the act of March 22, 1887.

Contracted for the building of power station, car barn, equipment, power, etc., March 30, 1893.

Completed road as per contract turned over and accepted by the company August 1, 1894.

Leased the Hazleton and Suburban Street Railway Company, Hazleton and North Side Electric Railway Company and the Hazleton and South Side Electric Railway Company on March 8, 1893, for 999 years, at the annual rental of $1.00 each, nominal.

The first of these three leased roads was chartered August 20, 1891. The other two on September 16, 1892. All three were incorporated under the provisions of the act approved May 14, 1889.

The leased lines are not operated as such, but are all in the one system, that of the Lehigh Traction Company. The accounts and everything pertaining to the electric road and all its operations are one.

Commenced running cars July 8, 1893.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$557,570 16	Capital stock,	$1,000,000 00
Cost of equipment,	192,223 30	Funded debt,	615,000 00
Other permanent investments:		Current liabilities as follows, viz:	
Park bonds not issued,	30,000 00	Loans,	139,842 96
Franchises, own leased roads, etc.,	1,000,000 00	Accounts payable,	9,723 36
Hazel Park improvements,	12,026 71	Profit and loss,	43,734 54
Cash on hand,	3,170 96		
Open accounts,	4,299 73		
Total,	$1,799,300 86	Total,	$1,799,300 86

LEHIGH VALLEY TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Morris L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary,	Allentown, Pa.
Jilson J. Coleman, Treasurer,	Allentown, Pa.

DIRECTORS.

Name.	Residence.
Morris L. Kauffman,	Allentown, Pa.
Jilson J. Coleman,	Allentown, Pa.
Wilson J. Hartzell,	Allentown, Pa.
Albert L. Johnson,	Brooklyn, N. Y.
Robert E. Wright,	Allentown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 23, 1892.

This company was leased to the Allentown and Lehigh Valley Traction Company for 999 years in May, 1893. It was partially opened for operation October 15, 1893. Conditions of lease being agreement by Allentown and Lehigh Valley Traction Company to maintain right of way and road-bed and pay interest and other fixed charges.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$75,000 00	Capital stock,	$75,000 00
Total,	$75,000 00	Total,	$75,000 00

Digitized by Google

LOCK HAVEN ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
L. M. Patterson, President,	Lock Haven, Pa.
R. H. Irvine, Secretary,	Lock Haven, Pa.
J. A. Seely, Treasurer,	New York, N. Y.
R. H. Irvine, Superintendent,	Lock Haven, Pa.

DIRECTORS.

Name.	Residence.
L. M. Patterson,	Lock Haven, Pa.
W. H. Mayer,	Lock Haven, Pa.
J. H. Fredricks,	Lock Haven, Pa.
Wilson Kistler,	Lock Haven, Pa.
J. A. Seely,	New York, N. Y.
P. J. Bennett,	New York, N. Y.
J. C. Baker, Jr.,	New York, N. Y.
G. F. Porter,	New York, N. Y.
A. J. Belden,	Syracuse, N. Y.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 14, 1896.

This railway was chartered under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved May 14, 1889.

The Governor of Pennsylvania granted this company letters patent under date of April 14, 1894.

The road was constructed and equipped during the summer of 1894, and was first operated on December 18, 1894. The road was operated by this company to March 25, 1895, when it was leased to the Lock Haven Traction Company for a term of 999 years.

LOCK HAVEN TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. A. Bragg, President,	Philadelphia, Pa.
A. J. Martin, Secretary,	121 Liberty street, N. Y.
J. A. Seely, Treasurer,	121 Liberty street, N. Y.
R. H. Irvine, Superintendent,	Lock Haven, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
W. H. Mayer,	Lock Haven, Pa.
C. O. Baker, Jr.,	New York, N. Y.
A. J. Belden,	Syracuse, N. Y.
Wilson Kistler,	Lock Haven, Pa.
James Clark,	Plainfield, N. J.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 22, 1895.

This traction company was chartered under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 22, 1887. Letters patent were granted March 22, 1895.

This company, on the 25th day of March, 1895, by a legal indenture, duly authorized, approved and executed, leased the right of way, franchises, privileges and property of the Lock Haven Electric Railway Company, and have maintained and operated the same continuously since that date.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$476,434 42	Capital stock,	$300 000 00
Current assets as follows, viz:		Funded debt,	150,000 00
Cash on hand,	406 54	Current liabilities as follows, viz:	
Due by agents,	167 03	Accounts payable,	23,646 59
		Unpaid pay roll,	1 20
		Bills payable,	3,401 00
		Profit and loss,	559 20
Total,	$477,007 99	Total,	$477,007 99

McKEESPORT, DUQUESNE AND WILMERDING RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. T. Hamilton, President,	Pittsburgh, Pa.
William B. Armstrong, Secretary,	Pittsburgh, Pa.
William B. Armstrong, Treasurer,	Pittsburgh, Pa.
M. E. McCaskey, Superintendent,	McKeesport, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence
G. T. Hamilton,	Pittsburgh, Pa.
William B. Armstrong,	Pittsburgh, Pa.
T. W. Dierker,	Pittsburgh, Pa.
N. T. Ford,	Pittsburgh, Pa.
H. J. Stern,	Pittsburgh, Pa.
J. H. Callahan,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 10, 1892.

The McKeesport and Wilmerding Railway Company was chartered August 10, 1892, to build a road from McKeesport to Wilmerding.

Work was begun in March, 1893, and the road completed from the Pennsylvania Railroad station at Wilmerding, to the eastern terminus of Fifth avenue, McKeesport, on November 1, 1893.

In December, 1894, the McKeesport and Wilmerding Railway and the Citizens' Passenger Railway were consolidated, the name of the new company being the McKeesport, Duquesne and Wilmerding Railway Company.

GENERAL BALANCE SHEET.

Did not report. Original returned for more definite information.

McKEESPORT AND PORT VUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. H. Myer, President,	.....
J. W. Albig, Secretary,	.....
R. T. Carothers, Treasurer,	.....

DIRECTORS.

Name.	Residence.
R. T. Carothers,	McKeesport, Pa.
T. D. Gardner,	McKeesport, Pa.
J. W. Albig,	McKeesport, Pa.
R. C. Rankin,	McKeesport, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 19, 1895.

Organized June 14, 1896.

Ten per cent. (10) of the capital stock paid in, but nothing more done toward construction of road.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Current assets as follows, viz: Cash on hand,	$1,800 00	Capital stock,	$18,000 00
Total,	$1,800 00	Total,	$18,000 00

McKEESPORT AND REYNOLDTON PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Glenwood, 23d ward, Pittsburgh, Pa.
J. H. Callahan, Secretary,	Glenwood, 23d ward, Pittsburgh, Pa.
John W. Taylor, Treasurer,	548 Smithfield street, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James D. Callery,	N. Highland avenue, Pittsburgh, Pa.
William V. Callery,	N. Highland avenue, Pittsburgh, Pa.
William H. Keech,	Centre avenue, Pittsburgh, Pa.
George C. Wilson,	Rebecca street, E.E., Pittsburgh, Pa.
William J. Burns,	Seventh ave. hotel, Pittsburgh, Pa.
H. J. Bowdoin,	Baltimore, Md.
Alexander Brown,	Baltimore, Md.
John C. Reilly,	Oakland, Pittsburgh, Pa.
Pat. Calhoun,	Cleveland, Ohio.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 6, 1889.

On November 22, 1894, the road was leased to the Second Avenue Traction Company at an annual rental of three per cent. on the capital stock of $267,500, and the privilege of buying all the stock and bonds of the company on July 1, 1895.

On July 1, 1895, all the property and franchises of the McKeesport and Reynoldton Passenger Railway Company passed into the possession and control of the Second Avenue Traction Company, and since that date the road has been operated by the latter company. All the stock of the railway company, except one hundred and thirty-nine shares having been purchased by the traction company.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$226,064 45	Capital stock, ...	$267,500 00
Other permanent investments as follows, viz:		Profit and loss, ...	200,000 00
Stock of other companies, ...	237,935 55		
Real estate, ...	3,500 00		
Total, ...	$467,500 00	Total, ...	$467,500 00

Included in report of the Second avenue Traction Company.

MAHANOY CITY, SHENANDOAH, GIRARDVILLE AND ASHLAND STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Dallas Sanders, President, ...	Philadelphia, Pa.
John A. Johann, Secretary, ...	Philadelphia, Pa.
John A. Johann, Treasurer, ...	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Dallas Sanders, ...	Philadelphia, Pa.
John A. Johann, ...	Philadelphia, Pa.
Specer Ervin, ...	Philadelphia, Pa.
W. F. Harrity, ...	Philadelphia, Pa.
E. A. Ballard, ...	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: October 23, 1899.

This road was built by contract, its capital stock and bonds being issued to the contractor. The contract was subsequently assumed by the Schuylkill Traction Company, which became the owner of its capital stock and the lessee of the road. The Schuylkill Traction Company retired the former issue of bonds, so there are now no bonds outstanding issued by this company. The company owns no equipment, all equipment being owned by the Schuylkill Traction Company, which operates the road under lease dated January 6, 1893, for 999 years, for $100 per year and operating expenses.

Digitized by Google

MARSHALL STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George D. Widener, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
George D. Widener,	Philadelphia, Pa.
David H. Lane,	Philadelphia, Pa.
George W. Elkins,	Philadelphia, Pa.
Clay Kemble,	Philadelphia, Pa.
John B. Peddle,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 14, 1889.

August 7, 1895, leased to Philadelphia Traction Company for a term of 999 years, to take effect October 1, 1895. Lessee to pay to the treasurer on the 1st days of April and October in each year during the continuance of lease, beginning April 1, 1896, three per cent. on par value of the stock actually issued, being six per cent. per annum, together with the further sum of $250 on the 1st day of each January, and to pay all taxes and license fees now or hereafter imposed.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$53,655 31	Capital stock,	$25,000 00
		Current liabilities as follows, viz: Due lessee company for "additions and betterments,"	28,655 31
Total,	$53,655 31	Total,	$53,655 31

Digitized by Google

MIDDLETOWN, HIGHSPIRE AND STEELTON STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George W. Cumbler, President,	Steelton, Pa.
W. J. Snavely, Secretary,	Steelton, Pa.
W. J. Snavely, Treasurer,	Steelton, Pa.

DIRECTORS.

Name.	Residence.
E. C. Felton,	Steelton, Pa.
J. E. Rutherford,	Harrisburg, Pa.
John . Denny,	Harrisburg, Pa.
Sol. Zimmerman,	Highspire, Pa.
S. Cameron Young,	Middletown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 11, 1891.

Immediately upon receipt of the charter the work of grading for a road-bed was begun.

The first rails were laid February, 1892, and the road was completed June 1, 1892.

January 2, 1893, the franchises of this company were leased by the East Harrisburg Passenger Railway Company, for a term of nine hundred and ninety-nine years, from the 1st day of January, 1893, subject to the payment of semi-annual compensation for such use, etc. Six per cent. for 1893, seven per cent. for 1894, eight per cent. for 1895, nine per cent. for 1896, and annually thereafter ten per cent., also to pay in equal quarterly instalments the annual sum of four hundred dollars to defray the expenses and salaries necessary and proper to maintain and continue the corporate organization and the office.

Additions and betterments to be made by the lessee.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and real estate,	$83,537 21	Capital stock,	$100 000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Balance cash turned over to East Harrisburg Passenger Railway Company, lessee, to make the $100,000, as per lease,	16,462 79	Dividends due,	4 962 00
Current assets as follows, viz:			
Cash on hand,	4,962 00		
Total,	$104,962 00	Total,	$104,962 00

Digitized by Google

MILLVALE PASSENGER RAILWAY COMPANY, AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
P. W. Siebert, President,	Winebiddle avenue, Pittsburgh, Pa.
P. W. Siebert, Secretary,	Winebiddle avenue, Pittsburgh, Pa.
J. T. Keil, Treasurer,	Aiken avenue, Pittsburgh, Pa.
P. W. Seibert, Superintendent,	Winebiddle avenue, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
P. W. Siebert,	Winebiddle avenue, Pittsburgh, Pa.
J. T. Keil,	Aiken avenue, Pittsburgh, Pa.
Hon. Walter Lyon,	Pittsburgh, Pa.
James Gardner,	Millvale boro', Pa.
C. Bauerlein,	Millvale boro', Pa.
A. C. Milliken,	Pottsville, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 29, 1889.

Roads were organized under the old street railway law, and were rechartered under the new street railway act on May 29, 1889.

They have about one mile of track leased from the Citizens' Traction Company, of Pittsburgh, and one-half mile of track over Ewalt Street Bridge Company, of Pittsburgh.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,192 59	Capital stock,	$20,000 00
Cost of equipment,	3,334 69	Current liabilities as follows, viz:	
Profit and loss,	2,652 94	Sundries,	3,587 94
Total,	$7,180 20	Total,	$23,587 94

Digitized by Google

MILLVALE, ETNA AND SHARPSBURG STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William Roseburgh, President,	Pittsburgh, Pa.
G. W. Henderson, Secretary,	Pittsburgh, Pa.
G. W. Henderson, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
William Roseburgh,	Pittsburgh, Pa.
Joshua Rhodes,	Allegheny, Pa.
Frederick Gwinnner,	Allegheny, Pa.
George B. Hill,	Allegheny, Pa.
Frederick Gwinner, Jr.,	Allegheny, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 8, 1892.

Articles of association were entered into March 6, 1892, by George B. Hill, J. W. Davidson, Joshua Rhodes, John H. Dalzell and G. W. Henderson, and charter was issued March 8, 1892.

On April 19, 1894, the road was leased to the Allegheny Traction Company, who is now operating it.

On March 21, 1894, the capital stock was increased to $750,000.

On March 21, 1894, a bonded indebtedness was authorized to the amount of $750,000.

MONONGAHELA CITY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
S. M. Downer, President,	Monongahela, Pa.
J. W. Lloyd, Secretary,	Pittsburgh, Pa.
W. F. Lloyd, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
S. M. Downer,	Monongahela, Pa.
E. G. Acheson,	Monongahela, Pa.
Thomas Herrott,	Pittsburgh, Pa.
W. F. Lloyd,	Pittsburgh, Pa.
J. W. Lloyd,	Pittsburgh, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 21, 1893.
Started car September 30, 1895.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$14,180 37	Capital stock,	$15,000 00
Cost of equipment,	1,850 20	Current liabilities as follows, viz:	
Current assets as follows, viz:		Due lessee company for "additions and betterments,"	1,030 59
Cash on hand,	882 66	Profit and loss,	882 66
Total,	$16,913 25	Total,	$16,913 25

NANTICOKE STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 9, 1891.
Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company.
Leased March 13, 1895, for 999 years.
Began operating May 11, 1898.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$200 00	Capital stock,	$200 00
Total,	$200 00	Total,	$200 00

Digitized by Google

NEW CASTLE ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thos. W. Phillips, President,	New Castle, Pa.
John A. McKee, Secretary,	New Castle, Pa.
John A. McKee, Treasurer,	New Castle, Pa.
L. D. McCluskey, Superintendent,	New Castle, Pa.

DIRECTORS.

Name.	Residence.
Thos. W. Phillips,	New Castle, Pa.
Wm. M. Brown,	New Castle, Pa.
O. H. P. Brown,	New Castle, Pa.
C. J. Kirk,	New Castle, Pa.
S. S. Hamilton,	New Castle, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 28, 1889.
General office of the company, New Castle, Pa.
Wm. M. Brown, General Manager.
Cars propelled by electric power.
The construction of the road was begun about May 12, 1890.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$46,401 71	Capital stock,	$40,000 00
Cost of equipment,	17,439 72	Current liabilities, as follows viz:	
Current assets, as follows, viz:			
Cash on hand,	1,731 40	Loans,	22 800 00
		Accounts payable,	1 039 00
Total,	165,574 86	Total,	$65,574 86

Digitized by Google

NEGLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Wm. H. Latshaw, President,	Pittsburgh, Pa.
W. C. O'Reilly, Secretary,	Pittsburgh, Pa.
Wm. Montgomery, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
Wm. H. Latshaw,	Pittsburgh, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
Wm. B. Rhodes,	Pittsburgh, Pa.
W. C. O'Reilly,	Pittsburgh, Pa.
John J. O'Reilly,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 3, 1895.

Organized June 1, 1895, with a capital stock of $6,000, which, by unanimous consent of the stockholders, on November 16, 1895, was increased to $100,000.

The stock has been purchased by and is now owned by the Fort Pitt Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total,	$100,000 00

NEWTOWN, LANGHORNE AND BRISTOL TROLLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Henry W. Watson, President,	Langhorne, Pa.
Harvey H. Gillam, Secretary,	Langhorne, Pa.
Henry Palmer, Treasurer,	Langhorne, Pa.
William B. Parry, Superintendent,	Langhorne, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Henry Lovett, M. D.,	Langhorne, Pa.
Allen R. Mitchell,	Langhorne, Pa.
George C. Hartzall,	Newtown, Pa.
George C. Blackfan,	Newtown, Pa.
Thomas P. Chambers,	Newtown, Pa.
Edward Buckman,	Newtown, Pa.
Henry W. Watson,	Langhorne, Pa.
Harvey H. Gilman,	Langhorne, Pa.
Henry Palmer,	Langhorne, Pa.
Wm. B. Parry,	Langhorne, Pa.
A. W. Gilkeson,	Bristol, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, March 28, 1895.

This company was chartered under the act, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the 14th day of May, 1889, with a capital stock of $60,000. The route beginning at the intersection of State and Jefferson streets, in the borough of Newtown, Bucks county, and ending at the Frankford and Bristol Turnpike Road, near Otter Street Bridge, adjoining the borough of Bristol, in said county.

Under the act, entitled "An act to amend an act, entitled 'An act to provide for the incorporation and government of street railways in this Commonwealth,' approved the 14th day of May, 1889, increasing the length of the tracks of other companies that may be used, authorizing the carrying and distribution of mails of the United States, and the abondonment of portions of street railways," approved the 21st day of May, A. D. 1895; and in accordance with a resolution adopted at a meeting of the stockholders held on the 19th day of September, 1895, the following described portions of the above original route were abandoned: From the terminus of the road in Newtown borough to the northern boundary of Langhorne borough, and from Lanhorne station to the terminus of the road near Bristol. A copy of this action was filed in the office of the Secretary of the Commonwealth, the receipt of which is dated the 19th day of October, 1895.

By a resolution of the stockholders, passed at a special meeting held on the 22d day of October, 1895, the capital stock was decreased from $60,000 to $20,000. The election returns were filed in the office of the Secretary of the Commonwealth, the receipt of which is dated the 19th day of November, 1895.

Under section four of the said act, approved the 14th day of May, 1889, and in accordance with a resolution of the stockholders, passed at a special meeting held on the 11th day of May, 1896, the route was extended from the terminus of the road at the intersection Canby avenue and the East Side of Staten avenue, in Lanhorne Manor borough, to the intersection of Bush and Otter streets, in the borough of Bristol. The exemplication of the road was filed in the office of the Secretary of the Commonwealth, the receipt of which is dated the 15th day of February, 1896.

By a resolution of the stockholders, adopted at a special meeting held on the 2d day of May, 1896, the capital stock was increased from $20,000 to $100,000. The election returns were filed in the office of the Secretary of the Commonwealth, the receipt of which is dated the 12th day of May, 1896.

The road commenced operation on the 15th day of April, 1896.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, built by contract,	$20,000 00	Capital stock,	$10,000 00
Current assets, as follows, viz:		Funded debt,	10,000 00
Cash on hand,	336 10	Profit,	336 10
Total,	$20,336 10	Total,	$20,336 10

Digitized by Google

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
R. M. Douglass, President,	Norristown, Pa.
Thos. Craige, Secretary,	Trenton, N. J.
Thos. Craige, Treasurer,	Trenton, N. J.

DIRECTORS.

Name.	Residence.
C. D. Beebe,	Syracuse, N. Y.
Thos. Craige,	Trenton, N. J.
D. B. Shepp,	723 Chestnut street, Philadelphia, Pa.
R. M. Douglas,	Norristown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 23, 1884.

Incorporated originally under the act of 1878; subsequently accepted act of May 14, 1889.

Operated by the Schuylkill Valley Traction Company, who pays interest on bonds and $1,000 rental January 1, 1895; $1,500 January 1, 1896; $2,250 January 1, 1897; $3,000 January 1, 1898; $4,000 January 1, 1899, and $4,000 each year thereafter.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Other permanent investments, as follows, viz:		Capital stock,	$75,000 00
Plant account,	$156,974 90	Funded debt,	75,000 00
Profit and loss,	2,162 74	Current liabilities, as follows, viz:	
		Sundries,	9,137 64
Total,	$159,137 64	Total,	$159,137 64

NORTHERN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. C. Golden, President,	Ninth and Dauphin Sts., Philadelphia, Pa.
Thos. R. Foot, Secretary,	Ninth and Dauphin Sts., Philadelphia, Pa.
Thos. B. Foot, Treasurer,	Ninth and Dauphin Sts., Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
R. N. Carson,	Philadelphia, Pa.
Wm. H. Shelmerdine,	Philadelphia, Pa.
J. L. Jones,	Philadelphia, Pa.
C. F. Fox,	Philadelphia, Pa.
E. J. Mathews,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 29, 1890.

Road constructed and operation commenced July 9th, 1892, by the People's Passenger Railway Company, under an agreement dated July 9, 1892, and the operating results are included in the report of that company.

Electrical constructed and electric cars commenced running December 29, 1894.

Leased to People's Passenger Railway Company June 22, 1896, for the term of nine hundred and ninety-nine (999) years, to take effect as of the 8th day of July, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$18,346 23	Capital stock,	$1,500 00
Cost of equipment,	3,496 98	Unfunded debt and current liabilities,	20,280 62
Current assets as follows, viz:		Profit and loss,	92 55
Cash on hand,	28 91		
Total,	$21,872 17	Total,	$21,873 17

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John B. Smithman, President,	Oil City, Pa.
J. H. Crum, Secretary,	Oil City, Pa.
G. W. Parker, Treasurer,	Oil City, Pa.
J. H. Forbush, Superintendent,	Oil City, Pa.

DIRECTORS.

Name.	Residence.
John B. Smithman,	Oil City, Pa.
J. H. Crum,	Oil City, Pa.
L. M. Dawson,	Oil City, Pa.
N. H. Brown,	Oil City, Pa.
A. F. Smithman,	Oil City, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 25, 1889.

Construction commenced June, 1891.

Reached business part of the city May 30, 1896. Cause of delay was an injunction obtained by the county commissioners against the crossing of a county bridge over Oil Creek.

The Supreme Court of Pennsylvania having decided that the railways have a right to cross bridges, the same to be made strong enough by the railway companies, etc. The Oil City Street Railway Company paid $3,000 towards the erection of a new bridge, which was completed May 30, 1896.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$65,120 77	Capital stock,	$90,000 00
Cost of equipment,	23,300 11	Funded debt,	25,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Operating,	47,684 28	Accounts payable, J. B. S.,	7,514 11
Toll account,	25,000 00	Sundries,	129 41
Current assets, as follows, viz:		Total gross receipts,	39,470 56
Cash on hand,	470 12		
Total,	$162,114 08	Total,	$162,114 08

PATTERSON HEIGHTS STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Reeves, President,	Beaver Falls, Pa.
John S. Reeves, Secretary,	Beaver Falls, Pa.
John Reeves, Treasurer,	Beaver Falls, Pa.

DIRECTORS.

Name.	Residence.
John Reeves,	Beaver Falls, Pa.
James F. Merriman,	Beaver Falls, Pa.
Henry W. Reeves,	Beaver Falls, Pa.
Harry C. Patterson,	Patterson Heights, Pa.
Henry M. Myers,	Patterson Heights, Pa.
John S. Reeves,	Patterson Heights, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 3, 1895.

Articles of association executed June 28, 1895.

Letters patent granted July 3, 1895. Certificate of registration filed with the Auditor General, September 5, 1895. Seal adopted same day.

Began operating the road January 19, 1896.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$8,216 49	Capital stock, ...	$6,000 00
		Current Liabilities, as follows, viz:	
		Loans, ...	2,100 00
		Sundries, ...	40 25
		Profit and loss, ...	76 24
Total, ...	$8,216 49	Total, ...	$8,216 49

PENN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James J. Donnell, President, ...	Pittsburgh, Pa.
John G. Bright, Secretary, ...	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James J. Donnell, ...	Pittsburgh, Pa.
John G. Holmes, ...	Pittsburgh, Pa.
H. S. A. Stewart, ...	Pittsburgh, Pa.
Wm. R. Holmes, ...	Pittsburgh, Pa.
Geo. C. Wilson, ...	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 19th, 1892.
Commenced operating March 13, 1893.

PENNSYLVANIA MOTOR RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
H. E. Hand, President, ...	Scranton, Pa.
D. W. Nevin, Secretary, ...	Scranton, Pa.
A. D. Childsey, Treasurer, ...	Scranton, Pa.
F. H. Knight, General Manager, ...	Scranton, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
H. E. Hand,	Scranton, Pa.
W. H. Jessup,	Scranton, Pa.
W. H. Jessup, Jr.,	Scranton, Pa.
J. Marshall Young,	Easton, Pa.
D. W. Nevin,	Easton, Pa.
A. D. Chidsey,	Easton, Pa.
Howard Rinek,	Easton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 15, 1888.

Road was formerly called the Lafayette Traction Company. New charter obtained and road called the Pennsylvania Motor Company. One of the first roads operated by electricity under the Daft system. Rebuilt by the Pennsylvania Motor Company, and again almost rebuilt by the Easton Transit Company. Length of road 3.34 miles. By paying $3,600 rental and the interest on their bonded indebtedness, the road was leased for 99 years, on March 15, 1893, to the Easton Transit Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$190,459 13	Capital stock,	$120,000 00
Cost of equipment,	18,000 00	Funded debt,	60,000 00
		Current liabilities, as follows, viz:	
		Loans,	7,590 00
		Due lessee company for "additions and betterments,"	20,959 13
Total,	$208,459 13	Total,	$208,459 13

PENNSYLVANIA TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John J. Patterson, President,	Lancaster, Pa.
John S. Graybill, Secretary,	Lancaster, Pa.
H. Yeagley, Treasurer,	Lancaster, Pa.
W. J. Fordney, Superintendent,	Lancaster, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John J. Patterson,	Lancaster, Pa.
J. Hay Brown,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
Michael Reilly,	Lancaster, Pa.
H. Yeagley,	Lancaster, Pa.
M. L. Herr,	Lancaster, Pa.
J. Grist Zook,	Lancaster, Pa.
B. Frank Brenneman,	Lancaster, Pa.
Wm. B. Given,	Columbia, Pa.
Robt. M. Meen,	Mifflintown, Pa.
S. M. Patterson,	Lancaster, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 19, 1893.

Purchased all the capital stock of the Lancaster Traction Company, which owned all the capital stock of the Lancaster City Street Railway Company, and leased the Lancaster City Street Railway, February 4, 1894; purchased all the capital stock of the Columbia and Donegal, and the Columbia and Ironville Street Railway Company, and leased the same. Also purchased all the capital stock of the Lancaster and Lititz Electric Railway, the Lancaster and New Holland Railway Company, and Lancaster and Terre Hill Street Railway Company, and the Lancaster and Philadelphia Electric Railway Company. No part of the latter lines have been built except the Lancaster and Lititz Electric Railway, which they commenced to operate April 31, 1895.

PEOPLE'S ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
N. P. Brown, President,	Rochester, Pa.
J. P. Stone, Secretary,	Beaver Falls, Pa.
C. H. Bental, Treasurer,	Freedom, Pa.
J. G. Mitchell, Superintendent,	Freedom, Pa.

DIRECTORS.

Name.	Residence.
N. P. Brown,	Rochester, Pa.
H. W. Reeves,	Beaver Falls, Pa.
Theo. P. Simpson,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
Dan. H. Stone,	Beaver, Pa.
Jas. P. Stone,	Beaver Falls, Pa.
Jas. G. Mitchell,	Freedom, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, August 18, 1891.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$121,549 95	Capital stock,	$150 000 00
Cost of equipment,	50,547 20	Funded debt,	50,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Real estate,	2 699 00	Accounts payable,	29 451 29
Office furniture,	365 32	Sundries,	1,175 21
Current assets, as follows, viz:		O. drawn cash at bank,	1,977 76
Materials and supplies on hand,	604 63		
Sundries,	564 10		
Profit and loss,	4,560 04		
Total,	$223,604 96	Total,	$223,604 96

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Wm. H. Shelmerdine, President,	Ninth and Dauphin Sts., Philadelphia, Pa.
D. C. Golden, Secretary,	Ninth and Dauphin Sts., Philadelphia, Pa.
D. C. Golden, Treasurer,	Ninth and Dauphin Sts., Philadelphia, Pa.
J. R. Deeteen, General Manager,	Ninth and Dauphin Sts., Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Robt. N. Carsen,	Philadelphia, Pa.
Wm. H. Shelmerdine,	Philadelphia, Pa.
J. Levering Jones,	Philadelphia, Pa.
Caleb F. Fox,	Philadelphia, Pa.
Edward J. Mathews,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 15, 1873.

This company leased the Green and Coates Streets, Philadelphia, Passenger Railway Company, September 1, 1881, and the Germantown Passenger Railway Company, October 13, 1881. Also:

The Northern Passenger Railway Company, June 22, 1896, to take effect as of July 8, 1892.

The Centennial Passenger Railway Company, June 22, 1896, to take effect as of April 21, 1893.

The Philadelphia, Cheltenham and Jenkintown Passenger Railway Company, June 22, 1896, to take effect as of January 21, 1895.

The Girard Avenue Passenger Railway Company, June 22, 1896, to take effect as of May 30, 1895.

The Chelton Avenue Passenger Railway Company, June 22, 1896, to take effect as of April 1, 1895. The operating results of which are included in these reports.

The People's Passenger Railway Company system, including all its leased lines named above, was leased to the Union Traction Company, of Philadelphia, on July 1, 1896, and hereafter all the operation will appear and be included in the reports of that company.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	Leased.	No. of miles.
People's Passenger Railway Company.	.....	.....	Owned, ..	.....	5.38
Germantown Passenger Railway Company.	Germantown Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	42.59
Green and Coates Streets, Philadelphia, Passenger Railway Company.	Green and Coates Streets Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	5.15
Chelton Avenue, ...	Chelten Avenue Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	4.58
Philadelphia, Chelham and Jenkintown Passenger Railway Company.	Philadelphia, Cheltenham and Jenkintown Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	22.11
Girard Avenue, ...	Girard Avenue Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	1.35
Northern Passenger Railway Company.	Northern Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	1.71
Centennial Passenger Railway Company.	Centennial Passenger Railway Company.	People's Passenger Railway Company.	.....	Leased, ..	89
Total, ...	.....	.....	.....	.....	83.66

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$4,553,737 70	Capital stock, ...	$1,017,462 25
Cost of equipment, ...	2,276,687 41	Funded debt, ...	1,075,000 00
Other permanent improvements, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies, ...	159,352 66	Interest on funded debt due and accrued, ...	9[illegible] 00
Bonds of People's Passenger Railway Company, ...	327,000 00	Accounts payable, ...	71,034 79
Leases cost account, ...	1,110,788 47	Ground rent, ...	5,833 33
Real estate, ...	9,833 33	Due People's Traction Company for construction and equipment,	6,655,972 51
Current assets, as follows, viz:		Leased equipment account, ...	194,707 50
Cash on hand, ...	262,416 64	Profit and loss, ...	287,167 63
Bills receivable, ...	431,261 59		
Open accounts, ...	950 00		
Sinking fund, ...	147,000 00		
Accrued interest, ...	3,038 30		
Leased roads deposit account, Green and Coates Streets Passeger Railway Company, ...	30,000 00		
Total, ...	$9,308,068 01	Total, ...	$9,308,068 01

Digitized by Google

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

Name.	Official Address.
J. P. Ilsley, President,	Philadelphia, Pa.
Frank Silliman, Jr., Vice President,	Scranton, Pa.
Horace E. Hand, Secretary,	Scranton, Pa.
Horace E. Hand, Treasurer,	Scranton, Pa.

DIRECTORS.

Name.	Residence.
J. P. Ilsley,	Philadelphia, Pa.
C. M. Clark,	Philadelphia, Pa.
C. Ford Stevens,	Philadelphia, Pa.
Frank Silliman, Jr.,	Scranton, Pa.
Timothy Burke,	Scranton, Pa.
W. H. Jessup, Jr.,	Scranton, Pa.
Horace E. Hand,	Scranton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 23, 1865.

Road constructed about 1865, and operated by horses until 1888, when change made to electricity. In 1890 this company acquired leases of Scranton Passenger Railway Company and Scranton Suburban Rilway Company. The company was leased to the Scranton Traction Company for 99 years from November 1, 1892, the rental being the quantity of principal and interest of bonds and 6 per cent. on the capital stock issued, viz: $600,000.

All information as to road is given in report of Scranton Traction Company, lessee.

GENERAL BALANCE SHEET.

All accounts and books were closed when lease was made to Scranton Traction Company, November, 1892.

PEOPLE'S STREET RAILWAY COMPANY OF NANTICOKE AND NEWPORT.

OFFICERS.

Name.	Official Address.
K. M. Smith, President,	Alden, Pa.
R. H. Conover, Secretary,	Nanticoke, Pa.
R. H. Conover, Treasurer,	Nanticoke, Pa.
Thos. J. Higgins, Superintendent,	Wanamie, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
K. M. Smith,	Alden, Pa.
Geo. T. Morgan,	Nanticoke, Pa.
Walter F. Ford,	Boston, Mass.
Israel A. Kelsey,	West Haven, Conn.
Chas. Darrow,	Boston, Mass.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, September 27, 1892.

Franchises in borough of Nanticoke and Newport townsh'p.

Date of organization, August 22, 1892.

The road commenced operation November 23, 1895.

Capital stock of the company increased January 14, 1895, from $60,000 to $100,000.

$80,000 in bonds authorized at stockholders meeting, February 13, 1895, for the completion of the road.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$151,730 00	Capital stock,	$100 000 00
Cost of equipment,	40,000 00	Funded debt,	80,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	527 52		
Material and supplies on hand,	375 62	Interest on funded debt due and accrued,	3,210 00
Profit and loss,	8,889 46	Loans and interest,	11,964 63
		Accounts payable,	6,348 00
Total,	$201,522 60	Total,	$201,522 60

PHILADELPHIA, CHELTENHAM AND JENKINTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address
Caleb F. Fox, President,	Philadelph'a, Pa.
D. C. Golden, Secretary,	Philadelph'a, Pa.
D. C. Golden Treasurer,	Philadelph'a, Pa.
J. R. Beetem, General Manager,	Philadelph'a, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
R. W. Carson,	Philadelphia, Pa.
Wm. H. Shelmerdine,	Philadelphia, Pa.
J. Levering Jones,	Philadelphia, Pa.
C. F. Fox,	Philadelphia, Pa.
E. J. Mathews,	Philadelphia, Pa.
Geo. S. Fox (deceased),	Philadelphia, Pa.
D. C. Golden,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 9, 1892.

Extension of route January 20, 1894, and March 10, 1894. Double track railway constructed by the People's Traction Company on the York road, or turnpike, from its intersection with Germantown avenue to Willow Grove, in the county of Montgomery. The road was opened January 24, 1895, and operated by the People's Passenger Railway Company, with the overhead trolley system, under an agreement with that company. The road was leased to the People's Passenger Railway Company June 22, 1896, to take effect as of the 24th day of January, 1895, for the term of 999 years.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$972,220 16	Capital stock,	$60,000 00
Due from People's Passenger Railway Company for interest assumed on construction,	51,583 73	Current liabilities, as follows, viz: People's Traction Company, for cost of construction and interest,	1,017,803 69
Total,	$1,023,803 69	Total,	$1,023,803 69

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Wm. W. Colket, President,	202 Walnut Place, Philadelphia, Pa.
T. W. Pennypacker, Secretary,	202 Walnut Place, Philadelphia, Pa.
T. W. Pennypacker, Treasurer,	202 Walnut Place, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Winfield S. Wilson,	Chester county, Pa.
Wm. Cochran,	Philadelphia, Pa.
John M. Chestnut,	Philadelphia, Pa.
Collins W. Walton,	Philadelphia, Pa.
John A. Brown, Jr.,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, April 9, 1859.

The Philadelphia City Passenger Railway Company was incorporated by the act of Assembly, passed March 26, 1859.

On the 19th day of February, 1870, it leased the Philadelphia and Darby Railroad for 999 years from January 1, 1870, at an annual rental of $8,000.00, interest on bonded indebtedness, and $50.00 per annum towards maintaining organization.

The Philadelphia City Passenger Railway, with its interest in the Philadelphia and Darby Railway, is leased to the West Philadelphia Passenger Railway Company for 999 years from January 1, 1884, at an annual rental of $150,000.00, together with $2,500.00 per annum for maintaining the organization of the company.

The lessee pays the interest on the bonded indebtedness of the company, and all taxes on capital stock, bonds, etc.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$276,465 57	Capital stock,	$475,000 00
Cost of equipment,	225,094 50	Funded debt,	300,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Real estate and buildings,	374,282 81	Interest on funded debt due and accrued, and dividends unpaid,	1,111 75
Current assets, as follows, viz:		Funded debt, Philadelphia and Darby,	43,000 00
Cash on hand,	84,895 89	Rental of road, etc.,	75,000 00
		Profit and loss,	66,627 02
Total,	$960,738 77	Total,	$960,738 77

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Beauveau Borie, President,	Philadelphia, Pa.
Wm. W. Colket, Secretary,	202 Walnut Place, Philadelphia, Pa.
Wm. W. Colket, Treasurer,	202 Walnut Place, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Collins W. Walton,	1713 Spring Garden St., Philadelphia, Pa.
Benjamin S. Kunkel,	1609 Wallace St., Philadelphia, Pa.
Theo. Wernnag,	1922 Arch St., Philadelphia, Pa.
Josiah Kisterbock, Jr.,	1824 Arch St., Philadelphia, Pa.
Wm. H. Penypacker,	Chester county, Pa.
Wm. W. Colket,	2037 Chestnut St., Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 28, 1857.

The Philadelph'a and Darby Railroad Company was incorporated by the act of Assembly approved April 28, 1857, with a capital stock of ten thousand shares, of twenty dollars each.

It was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares, at a par value of fifty dollars per share.

The Philadelph'a and Darby Railroad was leased to the Philadelphia City Passenger Railway Company for 999 years, from January 1, 1870, at an annual rental of $8,000.00, less State tax on capital stock, in equal half-yearly payments on the first day of July and January in each and every year, together with fifty dollars per annum for maintaining the corporate organization of the company.

The lessee also pays the interest on the bonded indebtedness of the company, and the taxes on the same.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$259,000 00	Capital stock, ...	$200,000 00
Other permanent investments, as follows, viz:		Funded debt, ...	100,000 00
Real estate, ...	41,000 00		
Total, ...	$300,000 00	Total, ...	$300,000 00

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Edward Hopkinson, President, ...	Ph'ladelphia, Pa.
Lewis S. Renshaw, Secretary, ...	Ph'ladelphia, Pa.
Lewis S. Renshaw, Treasurer, ...	Ph'ladelphia, Pa.

DIRECTORS.

Name.	Residence.
James McManes, ...	Ph'ladelphia, Pa.
Richard Dale, ...	Ph'ladelphia, Pa.
S. W. Woodhouse, ...	Ph'ladelphia, Pa.
B. Frank Hart, ...	Ph'ladelphia, Pa.
Louis Eakin, ...	Ph'ladelphia, Pa.
Isaac W. Jeanes, ...	Ph'ladelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 9, 1858.

On December 31, 1899, the Philadelphia and Gray's Ferry Passenger Railway was leased to the Philadelphia Traction Company for nine hundred and ninety-nine years from January 1, 1891, at a rental of $3.50 per share per annum for the first five years and $4.00 per share per annum thereafter. In addition to the rental the lessee pays all the taxes, running expenses, etc.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment at date of lease,	$249,514 40	Capital stock,	$309,707 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	49,500 00	Dividends unpaid,	51 03
Over-issued stock,	10,000 00	Accounts payable (conductors and drivers deposits),	26 19
Current assets, as follows, viz:		Profit and loss,	3,276 07
Cash on hand,	3,995 83		
Total,	$312,060 23	Total,	$312,060 29

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
P. A. B. Widener, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
P. A. B. Widener,	Philadelphia, Pa.
W. L. Elkins,	Philadelphia, Pa.
James McManes,	Philadelphia, Pa.
Thomas Dolan,	Philadelphia, Pa.
J. B. Altemus,	Philadelphia, Pa.
George W. Elkins,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 22, 1883.

August 15, 1887, issued $1,300,000 collateral trust four per cent. bonds, principal due August 15, 1917.

June 15, 1892, increased capital stock, $1,000,000.

March 1, 1893, increased capital stock, $1,000,000.

June 15, 1894, increased capital stock, $2,000,000.

January 10, 1895, increased capital stock, $5,000,000.

Digitized by Google

December 10, 1895, increased capital stock, $5,000,000.

April 30, 1884, leased West Philadelphia Passenger Railway Company for a term of 999 years, from January 1, 1884; Philadelphia City Passenger Railway Company, Philadelphia and Darby Passenger Railway Company.

June 30, 1884, leased Union Passenger Railway Company for a term of 999 years; Continental Passenger Railway Company, Seventeenth and Nineteenth Streets Passenger Railway Company. Assigned September 16, 1895, Empire Passenger Railway Company. Assigned September 16, 1895, Kessler Street Connecting Passenger Railway Company.

December 31, 1890, leased Philadelphia and Gray's Ferry Passenger Railway Company for a term of 999 years (the Schuylkill River Passenger Railway Company).

January 15, 1892, leased Thirteenth and Fifteenth Streets Passenger Railway Company for a term of 999 years, from January 1, 1892.

July 30, 1892, leased Ridge Avenue Passenger Railway Company for a term of 999 years.

March 1, 1890, leased Catherine and Bainbridge Streets Railway Company for a term of 99 years.

September 24, 1895, lease amended and reformed, increasing term from 99 to 999 years, from March 1, 1890.

March 1, 1894, leased Twenty-second Street and Allegheny Avenue Passenger Railway Company for a term of 99 years.

September 24, 1895, lease amended and reformed, increasing term from 99 to 999 years, from March 1, 1894.

August 7, 1895, leased Huntingdon Street Connecting Passenger Railway Company for a term of 999 years, to take effect October 1, 1895.

August 7, 1895, leased Walnut Street Connecting Passenger Railway Company for a term of 999 years, to take effect October 1, 1895.

August 7, 1895, leased Marshall Street Passenger Railway Company, of city of Philadelphia, for a term of 999 years from October 1, 1895.

August 7, 1895, leased Ridge Avenue Connecting Railway Company for a term of 999 years, from October 1, 1895.

August 7, 1895, leased Southern Electric Passenger Railway Company for a term of 999 years, from October 1, 1895.

October 1, 1895, Philadelphia Traction Company leased to Union Traction Company for a term of 999 years.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$773,067 51	Capital stock,	$20,000,000 00
Cost of equipment,	3,357,400 04	Funded debt,	1,426,940 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	5 106,135 25	Open accounts,	3,835,863 50
Current assets, as follows, viz:		Profit and loss,	198,094 01
Cash on hand,	206,786 28		
Open accounts,	15,407,910 44		
Supplies,	126 677 99		
Total,	$25,094,997 51	Total,	$25,094,997 51

PHILADELPHIA AND WEST CHESTER TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John N. M. Shimer, President,	Philadelphia, Pa.
D. G. Baird, Secretary,	Philadelphia, Pa.
Jones Wister, Treasurer,	Philadelphia, Pa.
Herbert M. Shimer, Superintendent,	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John N. M. Shimer,	Philadelphia, Pa.
Charles S. Hinchman,	Philadelphia, Pa.
William Hotch Wister,	Philadelphia, Pa.
D. F. Shull,	Philadelphia, Pa.
Rodman Wister,	Philadelphia, Pa.
William C. Alderson,	Philadelphia, Pa.
William S. Kimball,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: 24 April, 1895.

Construction of road was begun in 1895 and completed in 1896. Operation of road was begun about May 1, 1896. Road was built to be operated by electric power.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$210,151 96	Capital stock,	$329,700 00
Cost of equipment,	68,135 02	Current liabilities, as follows, viz:	
Other permanent investments, as follows, viz:		Accounts payable,	86,919 57
Stock of other companies,	78,827 00		
From stockholders,	43,634 99		
Current assets, as follows, viz:			
Cash on hand,	3,268 84		
Due by agents,	10 00		
Open accounts,	7,450 43		
Sundries,	198 54		
Profit and loss,	4,944 83		
Total,	$416,619 57	Total,	$416,619 57

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. Gwinner, President,	Allegheny, Pa.
A. M. Neeper, Secretary,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
Joshua Rhodes,	Allegheny, Pa.
F. Gwinner,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.
J. D. Nicholson,	Pittsburgh, Pa.
George H. Hill,	Allegheny, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: Incorporated April 12, 1859.

Main line and branches constructed and operated from time to time from date of incorporation to the summer of 1866.

Capital stock fixed by charter at $75,000 and increased from time to time to $350,000.

Leased to Pittsburgh, Allegheny and Manchester Traction Company July 25, 1890, for the term of 999 years.

DETAILS OF ROADS OWNED AND LEASED.

Leased to Pittsburgh, Allegheny and Manchester Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Other permanent investments, as follows, viz:		Capital stock,	$350,000 00
Real estate,	$124,998 55		
P. A. & M. Traction Company,	210,642 91		
Current assets, as follows, viz:			
Cash on hand,	900 00		
Profit and loss,	13,458 54		
Total,	$350,000 00	Total,	$350,000 00

PITTSBURG, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
George B. Hill, President,	Allegheny, Pa.
A. M. Neeper, Secretary,	Pittsburgh, Pa.
William Montgomery, Treasurer,	Pittsburgh, Pa.
Henry Hubbard, Superintendent,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
George B. Hill,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.
F. Gwinner,	Allegheny, Pa.
J. W. Dalzell,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 14, 1889.

The company was organized December 14, 1889, with a capital stock of $5,000.00, 100 shares, par value $50.00 each, which was increased to $3,000,000, May 29, 1890.

After the increase of the capital stock, on July 25, 1890, the company leased the property and franchises of the Pittsburgh, Allegheny and Manchester Passenger Railway Company for the term of 999 years, and on the same date the property and franchises of the Pittsburgh Union Passenger Railway Company, for the term of 985 years having previously contracted to equip their roads with necessary apparatus and to operate the same as electrical roads.

On August 4, 1890, the contract for reconstruction of the passenger railway was let.

The foundation of road-bed was constructed of concrete, in which was laid oak ties, the rails being the girder flange rail mounted upon chairs fixed to the ties. The overhead system of wiring is used in the operation of the road.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	Leased.	No. of Miles.
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	Leased	11.56
Pittsburgh Union Passenger Railway Company,	Leased	9.89
Total,		21.45

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,080,010 26	Capital stock,	$3,000,000 00
Cost of equipment,	516,293 47	Funded debt,	1,500,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	2,217,522 50	Loans,	207,000 00
P. A. & M. Traction Company bonds (in escrow),	100,000 00	Pittsburgh Union Passenger Railway Company bonds,	100,000 00
Current assets, as follows, viz:		Overdraft,	6,486 18
Open accounts,	1,505 59	Profit and loss,	107,463 81
Lease of P. A. & M. P. Railway Company,	192,147 42		
Lease of Pittsburgh Union Passenger Railway Company,	113,470 75		
Total,	$4,920,949 99	Total,	$4,920,949 99

PITTSBURG AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Harry Moore, President,	Thirtieth and Carson streets, Pittsburgh, Pa.
A. S. Petrie, Secretary,	Thirtieth and Carson streets, Pittsburgh, Pa.
A. S. Petrie, Treasurer,	Thirtieth and Carson streets, Pittsburgh, Pa.
Frank McCoy, Superintendent,	Thirtieth and Carson streets, Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Harry Moore,	Pittsburgh, Pa.
A. C. Wettengel,	Pittsburgh, Pa.
W. R. Ford,	Pittsburgh, Pa.
Henry J. Lotz,	Allegheny, Pa.
Jacob Hook,	Allegheny, Pa.
John C. Fisher,	Allegheny, Pa.
James S. McKelvy,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 15, 1889.

Pittsburgh and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburgh and Birmingham Traction Company.

Mount Oliver Inclined Railway Company leased November 10, 1891.

Pittsburgh Incline Plane Company, leased November 10, 1891.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Main Line,	City Line,	Union Depot,	Owned...	3.8
Short Line, or Hill Top System.	Mt. Oliver Terminus,	Market Street,	Owned...	2.875
Short Line, or Hill Top System.	Tenth Street,	Thirtieth Street,	Owned...	2.75
Jayne Street Line,	Jayne Street,	Market Street,	Owned ..	5.125

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1 372 2 7 73	Capital stock,	$1,000 000 00
Cost of equipment,	2 6 000 00	Funded debt,	1 500 000 00
Other permanent investments, as follows, viz:		Guaranteed bonds,	519 000 00
Stock of other companies,	700,500 00	Debenture bonds,	147,000 00
Property and franchises,	2,898 000 00	Current liabilities, as follows, viz:	
Horses,	700 00	Interest on funded debt due and accrued,	37 429 98
Current assets, as follows, viz:		Loans,	75 000 00
Cash on hand,	11 159 41	Accounts payable,	56 998 21
Open accounts,	170,148 82	Profit and loss,	91,121 75
Total,	$5,425,475 96	Total,	$5 425 475 96

Note.—The franchise of the Pittsburgh and Birmingham Passenger Railroad is now owned and operated by the Pittsburgh and Birmingham Traction Company, and is designated in the reports to the State as "Main Line."

The South Side Passenger Railway Company, together with the Pittsburgh Incline Plane, and the Mount Oliver Incline Railway, are operated in connection with the above, and designated in the reports as "Short Line" or "Hill Top system."

The power for operating the cars on all lines is generated at the same power station.

Digitized by Google

PITTSBURG, CRAFTON AND MANSFIELD STREET RAILWAY

OFFICERS.

Name.	Official Address.
John C. Reilly, President,	80 Diamond street, Pittsburgh, Pa.
Eugene S. Reilly, Secretary,	W. Carson street, Pittsburgh, Pa.
W. J. Burns, Treasurer,	W. Carson street, Pittsburgh, Pa.
W. J. Burns, Superintendent,	W. Carson street, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
John C. Reilly,	Fifth Avenue, Oakland, Pittsburgh, Pa.
E. S. Reilly,	Fifth Avenue, Oakland, Pittsburgh, Pa.
T. S. Bigelow,	Highland avenue, Pittsburgh, Pa.
W. J. Burns,	W. Carson street, Pittsburgh, Pa.
J. D. Callery,	Highland avenue, Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 26, 1893.

Charter granted June 26, 1893. Ordinances and rights of way secured and work begun on construction in September, 1894. First cars run over main part of line in June, 1895. Part of road is still unfinished but will be completed during present year.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
P. C. M. Street Railway,	City Line,	Carnegie,	Owned,	11
P. C. M. Street Railway,	Crafton,	Ingram,	Owned,	2
P. C. M. Street Railway,	Crafton,	Sheridan (unfinished),	Owned,	8
Total,				21

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$770,000 00	Capital stock,	$500 000 00
Current assets, as follows, viz:		Funded debt,	250,000 00
Cash on hand,	17,267 88	Current liabilities, as follows, viz:	
Loans, P., M. & C. Railway Company,	3,000 00	Sale of scrap,	4 00
		Profit and loss,	20 263 88
Total,	$770 267 88	Total,	$770 267 88

Digitized by Google

PITTSBURG, GLENWOOD AND HOMESTEAD PASSENGER STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	N. Highland avenue, Pittsburgh, Pa.
John C. Reilly, Secretary,	Oakland, Pittsburgh, Pa.
John W. Taylor, Treasurer,	407 Evaline street, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James D. Callery,	N. Highland avenue, Pittsburgh, Pa.
William J. Burns,	Seventh Avenue Hotel, Pittsburgh, Pa.
John C. Reilly,	Oakland, Pittsburgh, Pa.
William V. Callery,	N. Highland avenue, Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 15, 1890.

On the first day of December, 1894, all the property and franchises of the Pittsburgh, Glenwood and Homestead Passenger Street Railway Company passed into the possession and control of the Second Avenue Traction Company, and since the completion of the road has been operated by the latter company. All the stock of the railway company having been purchased by the Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$20,000 00	Capital stock,	$20,000 00
Total,	$20,000 00	Total,	$20,000 00

PITTSBURG, NEVILLE ISLAND AND CORAOPOLIS COMPANY.

OFFICERS.

Name.	Official Address.
J. C. Reilly, President,	80 Diamond street.
W. J. Burns, Secretary,	West Carson street.
W. J. Burns, Treasurer,	West Carson street.
W. J. Burns, Superintendent,	West Carson street.

Digitized by Google

DIRECTORS.

Name.	Residence.
J. C. Reilly,	Oakland (6th avenue).
W. J. Burns,	West Carson street.
J. D. Callery,	Hiland avenue.
T. P. Pitcock,	Neville Island.
Henry Schultz,	Hiland avenue.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 4, 1892.

Charter was granted April 4, 1892. Ordinances framed and rights of way secured by June, 1893.

Contract let on July 8, of same year, and first cars run over major portion of route March 1, 1894. On July 24, 1894, road was entirely finished, and since that date cars have run over it constantly.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
P. N. I. & C. Ry. Co.	McKee's Rocks.	Coraopolis.	Yes.	9

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$152 027 26	Capital stock,	$8[illegible]
Cost of equipment,	31,149 61	Funded debt,	100,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies, C. & N. I. R. Co.,	19,500 00	Loans,	2,[illegible]
Current assets, as follows, viz:		Accounts payable,	2,[illegible]
Cash on hand,	[illegible]	Bills payable,	13 303 31
Bills receivable,	2[illegible]		
Open accounts,	16 20		
Profit and loss,	5 137 67		
Total,	$208 629 63	Total,	$208 629 63

Digitized by Google

PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William L. Elkins, President.	Philadelphia, Pa.
J. G. Traggardh, Secretary,	Pittsburgh, Pa.
J. G. Traggardh, Treasurer,	Pittsburgh, Pa.
William L. Elkins, Superintendent,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
W. L. Elkins.	Philadelphia, Pa.
P. A. B. Widener.	Philadelphia, Pa.
George W. Elkins,	Philadelphia, Pa.
C. L. Magee,	Pittsburgh, Pa.
William Filson.	Pittsburgh, Pa.
George C. Wilson,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 8, 1859.

Date of corporate charter: April 8, 1859.

The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company were, on the 17th day of June, 1887, leased to the Pittsburgh Traction Company for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all questions hereafter put to which answers are not appended, you are respectfully referred to the report of that company.

PITTSBURGH TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. W. Elkins, President,	Pittsburgh, Pa.
J. G. Traggardh, Secretary,	Pittsburgh, Pa.
J. G. Traggardh, Treasurer,	Pittsburgh, Pa.
William L. Elkins, Superintendent,	Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
G. W. Elkins,	Pittsburgh, Pa.
George C. Wilson,	Pittsburgh, Pa.
George P. Elkins,	Pittsburgh, Pa.
J. F. Maeder,	Pittsburgh, Pa.
George D. Widener,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
F. B. Nimick,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 20, 1887.

The Pittsburgh Traction Company was organized April 14, 1887, with an authorized capital of two million five hundred thousand dollars, payable in instalments. Up to date one million nine hundred thousand dollars of this has been paid in.

After securing control of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse to cable was commenced, and by November, 1888, the whole line, including that part of the Central Transit Company from Wylie avenue to its terminus at Liberty and Fifth avenues was operated by cable.

On January 1, 1892, the Duquesne Traction Company, with its railways, was leased to this company, which, after that date, has operated the roads. The rental consists of a payment to the Duquesne Traction Company of forty-two and one-half per cent. of the net earnings, after all expenses, save the tax on capital stock, have been made. The latter item each company pays for itself. This lease was abrogated on April 2, of this year, when the Pittsburgh Traction Company, with the Duquesne Traction Company and its railways passed into the hands of the Consolidated Traction Company for a period of 950 years. The statutes authorizing the consolidation of street railways are the acts of Assembly of May 15, 1895. The contract on the part of the Consolidated Company calls for a rental to be paid this company of $175,000 yearly, payable semi-annually. The Consolidated Company operates the road receiving all earnings and paying all expenses.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	Leased.	No. of miles.
Pittsburgh Traction Co.	Pittsburgh,	East Liberty,	Owned,		10.67
Atwood Electric,	Oakland,	Frazier street,	Owned,		2.
Bloomfield Street Railway Company.	Fifth avenue,	Penn avenue,	Owned,		3.
Larimer and Lincoln,	Pittsburgh,	Shetland avenue,		Leased,	12.25
Center and Negley,	Pittsburgh,	Bryant street,		Leased,	13.
Highland Avenue,	Penn avenue,	Bryant street,		Leased,	2.
Hamilton Avenue,	Shady avenue,	Water street,		Leased,	6.
Wilkinsburg,	Highland avenue,	Wood street,		Leased,	5.
Bellefield	Nollie street,	Herron avenue,		Leased,	1.8
Lincoln Extension,	Shetland avenue,	City Line,			3.
Total,					58

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,521,433 15	Capital stock,	$2,500,000 00
Cost of equipment,	204,659 78	Funded debt,	1,007,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	1,029,000 00	Dividends unpaid,	234,117 27
Installments not yet called,	600,000 00	Loans,	389,083 07
Charters and franchises,	10,479 84	Accounts payable,	38,191 99
Current assets, as follows, viz:		Sundries,	28,000 00
Cash on hand,	82,947 16	Profit and loss,	186,673 07
Open accounts,	130,725 00		
Material and supplies on hand,	12,522 00		
Additions and betterments on leased lines,	721,683 05		
Loan West Exposition so.,	3,000 00		
Accounts receivable,	39,251 86		
Sundries,	27,362 44		
Total,	$4,383,065 40	Total,	$4,383,065 40

PITTSBURG UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. Gwinner, Jr., President,	Allegheny, Pa.
A. Neeper, Secretary,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
George B. Hill,	Allegheny, Pa.
C. L. Magee,	Pittsburgh, Pa.
F. Gwinner,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.
J. D. Nicholson,	Allegheny, Pa.
A. M. Neeper,	Pittsburgh, Pa.
F. Gwinner, Jr.,	Allegheny, Pa

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Articles of association dated October 2 and filed November 2, 1878. Letters patent issued November 2, 1878, to Union Passenger Railway Company.

Pittsburgh Union Passenger Railway Company, articles of association dated August 27 and filed August 30, 1879. Letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, and tracks were laid and cars run during the spring and summer of 1881. Capital stock $100,000, upon which has been paid in $82,755.00.

Leased to Pittsburgh, Allegheny and Manchester Traction Company July 25, 1890, for the term of 995 years.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Leased to Pittsburgh, Allegheny and Manchester Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities	
Real estate,	$14,878 85	Capital stock,	$82,755 00
P. A. & M. Traction Company,	11,447 25	Funded debt, assumed by P., A. & M. Traction Company,	
Current assets, as follows, viz:			
Cash on hand,	371 07		
Profit and loss,	56,047 85		
Total,	$82,755 00	Total,	$82,755 00

PITTSBURG AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. C. Reilly, President,	80 Diamond.
W. V. Callery, Secretary,	446 Liberty avenue.
W. J. Burns, Treasurer,	West Carson street.
W. J. Burns, Superintendent,	West Carson street.

DIRECTORS.

Name.	Residence.
J. C. Reilly,	Fifth avenue, Oakland.
W. V. Callery,	Hiland avenue.
J. D. Callery,	Hiland avenue.
W. J. Burns,	West Carson street.
Thomas Bigelow,	Hiland avenue.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 26, 1879.

The charter of company was granted on March 26, 1879. City ordinances framed by councils and construction and equipment completed and first cars run on July 4, 1879, motive power being horses. On December 3, 1892, motive power changed to electricity, which is the present mode of operation.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	Leased.	No. of miles.
P. & W. E. Passenger Railway.	Pittsburgh, ...	McKee's Rocks, ...	Yes,.....	.....	5.69
P. & W. E. Passenger Railway.	Pittsburgh, ...	West End, ...	Yes,.....	.....	10.
Total, ...	.....	.....	.....	.....	15.69

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$541,442 55	Capital stock, ...	$1,500,000 00
Cost of equipment, ...	164,236 32	Funded debt, ...	100,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Plant, franchises, etc., ...	1,401,230 51	Loans, ...	50 000 00
Current assets as follows, viz:		Profit and loss, ...	65,676 56
Cash on hand, ...	8,686 18		
Total, ...	$2,115,676 56	Total, ...	$2,115,676 56

PITTSTON STREET CAR COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President, ...	Wilkes-Barre, Pa.
C. J. Swan, Secretary, ...	Wilkes-Barre, Pa.
C. J. Swan, Treasurer, ...	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham, ...	Wilkes-Barre, Pa.
C. H. Laycock, ...	Kingston, Pa.
A. A. Sterling, ...	Wilkes-Barre, Pa.
H. S. Biddle, ...	Wilkes-Barre, Pa.
H. G. Eno, ...	Wilkes-Barre, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Organized as the Pittston Street Car Company September 21, 1892, with a capital stock of $10,000. Increased to $200,000 March 17, 1894.

Leased to the Wilkes-Barre and Wyoming Valley Traction Company, April 12, 1894.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$400,000 00	Capital stock,	$200,000 00
		Funded debt,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

PLYMOUTH STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence
John Graham,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 10, 1891.

Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company, January 10, 1891, for 999 years. Began operating May 9, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$400 00	Capital stock,	$400 00
Total,	$400 00	Total,	$400 00

Digitized by Google

PITTSTON, MOOSIC AND PLEASANT VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
I. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.
H. T. Biddle,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 5, 1891.

Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company.

Leased March 5, 1891, for 999 years. Begun operating July 9, 1895.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,400 00	Capital stock,	$1,400 00
Total,	$1,400 00	Total,	$1,400 00

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George N. Malsberger, President,	Pottstown, Pa.
Calvin Fegely, Secretary,	Pottstown, Pa.
Calvin Fegely, Treasurer,	Pottstown, Pa.
Lewis P. Muthart, Superintendent,	Pottstown, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
George N. Malsberger,	Pottstown, Pa.
Calvin Fegely,	Pottstown, Pa.
Jacob C. Sotter,	Pottstown, Pa.
J. Allen Healy,	Pottstown, Pa.
Est. William S. Ellis,	Pottstown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 3, 1890.

Operations began in March, 1893. Road opened to the general public June 15, 1893.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$125,596 27	Capital stock,	$62,000 00
Cost of equipment,	29,594 07	Funded debt,	39,500 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Sundries,	267 97		
Profit and loss,	8,918 30	Interest on funded debt due and accrued,	496 61
		Loans,	57,500 00
		Accounts payable,	3,994 14
		Sundries,	1,185 76
Total,	$164,476 61	Total,	$164,476 61

PUNXSUTAWNEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
S. E. Wilson, President,	Punxsutawney, Pa.
A. J. Truitt, Secretary,	Punxsutawney, Pa.
L. C. Myers, Treasurer,	Punxsutawney, Pa.

DIRECTORS.

Name.	Residence.
J. K. North,	Punxsutawney, Pa.
L. W. Robinson,	Punxsutawney, Pa.
A. J. Truitt,	Punxsutawney, Pa.
L. C. Myers,	Punxsutawney, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 1, A. D. 1892.
Articles of association, January 29, A. D. 1892.
Begun operation August 17, A. D. 1892.
Chartered for 99 years.
Affairs of company controlled by a president and four directors.
Length of road chartered as near as may be, three miles.
March 10th, 1892. Three extensions were made upon resolutions of board of directors.
Road constructed by contract except a few items during the summer.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$36,990 42	Capital stock,	$18,000 00
Current assets, as follows, viz:		Funded debt,	14,000 00
Material and supplies on hand	19 56	Current liabilities, as follows, viz:	
Indebtedness of company June 30 1896, less supplies on hand,	618 67	Receipts heretofore applied on construction and equipment,	4,780 42
		Unfunded debt, note,	300 00
		Due the Jeff Electric Light, Heat and Power Company,	627 63
		Due treasurer company, i. e., loss during year,	10 60
Total,	$37,628 65	Total,	$37,628 65

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
B. F. Owen, President,	515-517 Court street, Reading, Pa.
Henry D. Muhlenberg, Secretary,	515-517 Court street, Reading, Pa.
Henry D. Muhlenberg, Treasurer,	526 Washington street, Reading, Pa.

DIRECTORS.

Name.	Residence.
B. F. Owen, President,	545 Centre avenue, Reading, Pa.
James S. Douglass, Vice President,	211 South Fifth street, Reading, Pa.
William R. McIlvaine,	210 North Fifth street, Reading, Pa.
Matthew Harisler,	722 Centre avenue, Reading, Pa.
Charles Rich,	631 Centre avenue, Reading, Pa.
Albert Shelhelmer,	105 North Eighth street, Reading, Pa.
John Rich,	630 Centre avenue, Reading, Pa.
Charles H. Schoffer,	226 North Fifth street, Reading, Pa.
Henry D. Muhlenberg,	200 North Fourth street, Reading, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 18, A. D. 1873.

Reading City Passenger Railway Company, charter December 18, 1873.

The Penn Street Passenger Railway Company, charter April 7, 1873; reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Railway Company and the Perkiomen Avenue Passenger Railway Company consolidated under the title of the first named corporation February 18, 1889.

The history of the organization and construction will be found in former reports in the Department of Internal Affairs especially report for the year ending December 31, 1888, and for the year ending June 30, 1893.

The Reading City Passenger Railway Company, by proceedings filed in the office of the Secretary of the Commonwealth on March 17, 1893, accepted the provisions of the act of Assembly, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved May 14, 1889. New letters patent were issued on March 17, 1893, to the Reading City Passenger Railway Company, under the provisions of the said act.

The Reading Traction Company, on April 14, 1893, leased the Reading City Passenger Railway Company for the term of ninety-nine (99) years from the first day of April, A. D. 1893. The debts of every kind of the Reading City Passenger Railway Company were assumed by the Reading Traction Company. All the taxes, national, state and municipal, thereafter to be levied on the Reading City Passenger Railway Company and its property, are to be paid by the Reading Traction Company.

The Reading Traction Company pays five hundred dollars per annum for keeping up the organization of the Reading City Passenger Railway Company. The Reading Traction Company pays an annual rental for the first year of the lease of $28,000; for the second year, $31,500; for the third to the seventh inclusive, $35,000, and for the balance of the term an annual rental of $42,000.

DETAILS OF ROADS OWNED AND LEASED.

The whole system of the Reading City Passenger Railway Company, extending over the greater part of the city of Reading, was leased for a period of ninety-nine (99) years to the Reading Traction Company, April 14, 1893.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road	$491,753 17	Capital stock	$350,000 00
		Funded debt	112,000 00
		Current liabilities, as follows, viz:	
		Life tickets	2,000 00
		Common bonds	3,200 00
		Profit and loss	24,553 17
Total	$491,753 17	Total	$491,753 17

READING TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President	Reading, Pa.
M. C. Aulenbach, Secretary	Reading, Pa.
M. C. Aulenbach, Treasurer	Reading, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John A. Rigg,	Reading, Pa.
Richmond L. Jones,	Reading, Pa.
Robert N. Carson,	Philadelphia, Pa.
R. Nelson Buckley,	Philadelphia, Pa.
David C. Golden,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 9, 1893.

Reading Traction Company organized under act of March 22, 1887, entitled "An act to provide for the incorporation and regulation of motive power companies for operating passenger railways by cables, electrical or other means." Letters patent issued and certificate recorded March 9, 1893.

This company leased the Reading City Passenger Railway Company April 1, 1893, and reconstructed and equipped the road electrically during 1893 and 1894, completed June 30, 1894, and leased the East Reading Electric Railway Company May 1, 1893, and leased the Reading and Temple Electric Railway Company October 1, 1894, and leased the Reading and Womelsdorf Electric Railway Company December 20, 1895.

The Reading Traction Company (and leased lines) leased to the United Traction Company January 1, 1896.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
R. C. P. Ry. Co.,	City Lines,		Leased,	25.25
E. R. E. Ry. Co.,	City,	Black Bear and Stony Creek,	Leased,	5.25
R. & T. E. Ry. Co.,	City Lines,		Leased,	3.
R. & W. E. Ry. Co.,	Reading,	Womelsdorf,	Leased,	14.50
Total,				48.00

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$203,756 05	Capital stock,	$1,000,000 00
Cost of equipment,	175,734 76	Funded debt,	445,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	199,860 00	Loans,	199,860 00
Property,	1,023,958 50	Accounts payable,	10,896 41
Car houses,	34,566 80	Profit and loss,	497 41
Office fixtures,	1,000 80		
Current assets, as follows, viz:			
Cash on hand,	161 85		
Bills receivable,	17,004 97		
Total,	$1,656,243 82	Total,	$1,656,243 82

Digitized by Google

READING AND SOUTHWESTERN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. W. Shepp, President,	Reading, Pa.
V. S. Seltzer, Secretary,	Reading, Pa.
V. S. Seltzer, Treasurer,	Reading, Pa.
J. H. Passmore, Superintendent,	Reading, Pa.

DIRECTORS.

Name.	Residence.
J. B. Sterley,	Reading, Pa.
W. Van Reed,	Reading, Pa.
G. Fred Mertz,	Reading, Pa.
A. N. Kissinger,	Reading, Pa.
J. H. Rothermel,	Reading, Pa.
H. C. Geissler,	Reading, Pa.
C. T. Fox,	Reading, Pa.
V. S. Seltzer,	Reading, Pa.
N. G. Rothermel,	Bernharts, Pa.
J. B. Shepp,	Philadelphia, Pa.
E. L. Garber,	Stevens, Pa.
William Rebman,	Philadelphia, Pa.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
Reading & S. W. Main Line.	Third and Penn streets, Reading.	Mohnsville.	Yes.	4.75
Franklin Street Branch,	Third and Franklin streets.	Eleventh and Penn sts.,	Yes.	1.25
Total,				6.00

Digitized by Google

READING AND TEMPLE ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
B. F. Owen, President,	Reading, Pa.
Frank Livingood, Secretary,	536 Court street, Reading, Pa.
Frank Livingood, Treasurer,	536 Court street, Reading, Pa.

DIRECTORS.

Name.	Residence.
Mathias Moyer,	Reading, Pa.
M. B. McKnight,	Reading, Pa.
William McIlvaine,	Reading, Pa.
Frank Livingood,	Reading, Pa.
William D. Smith,	Reading, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 26, 1892.

April 1, 1892, extension proceedings to cover additional streets in Reading.

May 8, 1893, extension proceedings.

February 21, 1894, extension proceedings.

April, 1894, ordinance presented to city councils granting consent of city to occupy streets.

July 16, 1894, ordinance passed councils.

July 17, 1894, ordinance approved by mayor.

July 18, 1894, ordinance accepted by company.

Construction immediately begun; motors bought and engine and generator placed in building of Metropolitan Electric Company.

August 8, 1894, capital increased to $75,000, of which $30,000 issued.

August 8, 1894, increase of indebtedness to $75,000 authorized.

August 18, 1894, execution of mortgage authorized for $75,000, and $30,000 of bonds issued.

October 2, 1894, lease of road, franchises etc., to the Reading Traction Company.

November 1, 1895, $13,500 additional stock issued and $13,500 additional bonds sold.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$54,942 12	Capital stock,	$43,200 00
Cost of equipment,	31,755 84	Funded debt,	43,500 00
Current assets, as follows, viz:			
Cash on hand,	2 04		
Total,	$86,700 00	Total,	$86,700 00

Digitized by Google

READING AND WOMELSDORF ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Samuel B. Keppel, President,	5 North Fifth street, Reading, Pa.
Samuel E. Rigg, Secretary,	5 North Fifth street, Reading, Pa.
Samuel E. Rigg, Treasurer,	5 North Fifth street, Reading, Pa.

DIRECTORS.

Name.	Residence.
Samuel B. Keppel,	Sinking Springs, Pa.
Samuel E. Rigg,	Reading, Pa.
George H. Valentine,	Womelsdorf, Pa.
J. C. Illig,	Reading, Pa.
R. N. Carson,	Philadelphia, Pa.
John A. Rigg,	Reading, Pa.
Richmond L. Jones,	Reading, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 10, 1894.

Letters patent issued March 10, 1894.

Extension from Sinking Springs to Womelsdorf authorized by proceedings of the company March 12, 1894, and recorded the same day and filed in the office of the Secretary of the Commonwealth March 20, 1894.

Leased to Reading Traction Company December 20, 1895, for 99 years.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
R. & W. E. Ry. Co.,	Reading,	Womelsdorf,	Owned,	14.5085

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$813,000 00	Capital stock, ...	$500,000 00
Current assets, as follows, viz:		Funded debt, ...	314,000 00
Cash on hand, ...	728 35	Current liabilities, as follows, viz:	
		Interest on funded debt due and accrued, ...	112 50
		Profit and loss, ...	615 85
Total, ...	$813,728 35	Total, ...	$813,728 35

RIDGE AVENUE CONNECTING RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George D. Widener, President, ...	Philadelphia, Pa.
D. W. Dickson, Secretary, ...	Philadelphia, Pa.
D. W. Dickson, Treasurer, ...	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
David H. Lane, ...	Philadelphia, Pa.
George R. Yarrow, ...	Philadelphia, Pa.
R. F. Boower, ...	Philadelphia, Pa.
John B. Peddie, ...	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 6, 1892.

April 19, 1894, began operation.

August 7, 1895, leased to Philadelphia Traction Company, for a term of 999 years, to take effect October 1, 1895. Lessee to pay on the 1st days of April and October, during continuance of lease, three per cent. on the par value of stock actually issued, being six per cent. per annum, together with the further sum of $250 on the 1st day each January, and to pay all taxes and license fees now or hereafter imposed.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$15,237 00	Capital stock, ...	$6,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand, ...	63 00	Due lessee company for "additions and betterments,"	9,300 00
Total, ...	$15,300 00	Total, ...	$15,300 00

Digitized by Google

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. B. Edwards, President,	Philadelphia, Pa.
William S. Blight, Secretary,	Philadelphia, Pa.
William S. Blight, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
William T. Grant,	Philadelphia, Pa.
R. A. F. Penrose, M. D.,	Philadelphia, Pa.
John Lambert,	Philadelphia, Pa.
Henry Norris,	Philadelphia, Pa.
Charles B. Penrose, M. D.,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Girard College Passenger Railway Company chartered April 15, 1858. First car run on road March 14, 1859.

The Ridge Avenue and Manayunk Passenger Railway Company chartered March 28, 1859. First car run in fall of 1859.

Consolidated March 8, 1872, under title of the Ridge Avenue Passenger Railway Company. (See laws of Pennsylvania of 1872, No. 252, page 264.)

The road was leased on September 1, 1892, to the Philadelphia Traction Company for 999 years.

Rent. Three years $10 per share per annum on 15,000 shares, $150,000.

Nine hundred and ninety-six years $12 per share per annum on 15,000 shares, $180,000.

Changed from horse to electricity April 19, 1894.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$484,811 00	Capital stock,	$420,000 00
Cost of equipment,	100,000 00	Current liabilities, as follows, viz:	
Current assets, as follows, viz:		Invested funds,	138,791 49
Cash on hand,	44,880 86	Profit and loss,	69,900 37
Total,	$629,691 86	Total,	$629,691 86

Digitized by Google

RINGING ROCKS ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
M. R. Davidheiser, President,	Pottstown, Pa.
E. S. Fretz, Secretary,	Pottstown, Pa.
A. K. Shaner, Treasurer,	Pottstown, Pa.
George C. Hallenbach, Superintendent,	Sanatoga, Pa.

DIRECTORS.

Name.	Residence.
M. R. Davidheiser,	Pottstown, Pa.
Theo. B. Miller,	Pottstown, Pa.
H. M. Boone,	Pottstown, Pa.
E. S. Fretz,	Pottstown, Pa.
A. K. Shaner,	Pottstown, Pa.
R. E. Shaner,	Pottstown, Pa.
George C. Hallenbach,	Sanatoga, Pa.
H. G. Rahn,	Sanatoga, Pa.
F. S. Brant,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 1, 1893.

This company was organized in August, 1893, and incorporated September 1, 1893. Construction was begun in April, 1894, and completed in June, 1894. A few passengers, excursionists from Conshohocken principally, were carried over the line on June 16th, but the line was not open for travel until June 21, 1894. There are no lines leased by or to this company.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	No. of miles.
Ringing Rocks Electric Ry.,	Queen street, Pottstown,	Ringing Rocks Park,	4.10

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$74,646 07	Capital stock,	$50,000 00
Cost of equipment,	36,613 46	Funded debt,	54,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	779 05	Interest on funded debt due and accrued,	1,292 00
Materials and supplies on hand,	2,746 91	Loans,	4,000 00
		Profit and loss,	5,493 49
Total,	$114,785 49	Total,	$114,785 49

ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George Martin Brill, President,	Roxborough, Philadelphia, Pa.
Felton Bent, Secretary,	Roxborough, Philadelphia, Pa.
Felton Bent, Treasurer,	Roxborough, Philadelphia, Pa.
J. C. Logan, Superintendent,	Roxborough, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Robert N. Carson,	Philadelphia, Pa.
Gus N. Hutchinson,	Philadelphia, Pa.
L. S. Bent,	Philadelphia, Pa.
Henry W. Biddle,	Philadelphia, Pa.
George A. Fletcher,	Philadelphia, Pa.
George Martin Brill,	Philadelphia, Pa.
James Rawle,	Bryn Mawr, Pa.
Jno. A. Brill,	Philadelphia, Pa.
William King,	Roxborough, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: Agreement of merger December 24, 1895.

The Roxborough, Chestnut Hill and Norristown Railway Company was formed by the merger and consolidation of the Manayunk and Roxborough Inclined Plane and Railway Company, incorporated by special act of Assembly of Pennsylvania, approved April 9, 1873, and the Chestnut Hill and Norristown Passenger Railway Company, incorporated by letters patent dated March 17, 1893, under act of May 14, 1889. Said merger agreement is dated December 2, 1895, and was duly filed in the office of the Secretary of the Commonwealth on December 20, 1895, and recorded in Miss. R. R. Record Book No. 14, page 71.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$419,802 10	Capital stock,	$198,400 00
Cost of equipment,	123,973 84	Funded debt,	396,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	22,799 33		
Material and supplies on hand,	875 09	Interest on funded debt accrued,	1,543 00
Prepaid accident and fire insurance,	2,025 90	Accounts payable,	7,637 33
Bonds in treasury,	25,000 00	Sundries,	3,155 80
		Profit and loss,	17,737 97
Total,	$624,476 27	Total,	$624,476 27

SCHENLEY PARK AND HIGHLAND RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas A. Noble, President,	118 Diamond street, Pittsburgh, Pa.
J. Harper Adams, Secretary,	Homestead, Pa.
Alan D. Wood, Treasurer,	McKeesport, Pa.
S. J. Macfarren, Manager,	Pittsburgh, East End

DIRECTORS

Name.	Residence.
Richard G. Wood,	Allegheny, Pa.
Thomas A. Noble,	Pittsburgh, Pa.
S. J. Macfarren,	Pittsburgh, Pa.
Alan D. Wood,	McKeesport, Pa.
John F. Davitt,	McKeesport, Pa.
Fred. O. Kay,	Pittsburgh, Pa.
E. M. Fulton,	New York, N. Y.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, February 21, 1881.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch	From—	To—	Owned.	No. of miles.
S. P. & H. Ry. Co., ...	Hazlewood avenue, Pittsburgh.	Oakland, Pittsburgh....	Owned...	6

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$219,124 29	Capital stock, ...	$100,000 00
Cost of equipment, ...	17,316 04	Funded debt, ...	100,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Open accounts, ...	1,516 00	Interest on funded debt due and accrued, ...	6,000 00
Profit and loss, ...	7,872 92	Bills payable, ...	20,750 00
		Accounts payable, ...	19,678 37
Total, ...	$246,428 35	Total, ...	$246,428 35

SCHUYLKILL ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
R. H. Koch, President, ...	Pottsville, Pa.
Jesse Newlin, Secretary, ...	Port Carbon, Pa.
Jesse Newlin, Treasurer, ...	Port Carbon, Pa.
M. H. Hubbell, Superintendent, ...	Pottsville, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
F. H. Treat,	Wayne, Del. Co., Pa.
William F. North,	Philadelphia, Pa.
R. C. Luther,	Pottsville, Pa.
Matthew Beddow,	Minersville, Pa.
C. P. King,	Philadelphia, Pa.
H. H. Pearson,	Philadelphia, Pa.
James Goodwin,	Philadelphia, Pa.
Thomas B. Prosser,	Philadelphia, Pa.
L. B. Walker,	Pottsville, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Articles of association dated October 4, 1889.

Letters patent issued October 5, 1889.

The Schuylkill Electric Railway Company has constructed the railroad from Fourth and Market streets, Port Carbon, Schuylkill county, through said borough, thence through the boroughs of Palo Alto and Pottsville to Plopert's Hotel, in the borough of Yorkville, also a double branch line from the intersection of Worman and West Bacon streets, Palo Alto, to the Upper Tumbling Run dam in North Manheim township; also a branch from Centre and Market streets, Pottsville, to westerly part of Fishback; also from Centre street on Nichols street to the borough line; on Twelfth street to Laurel, on Laurel to Third, on Third to Minersville street, on Minersville to Centre streets. It is equipped with overhead trolley and poles. They have bonded People's steam railway lines from Pottsville to the borough of Minersville; thence built entire new line on Sunbury street to Minersville. Total length of main track and branches, including turnouts, 16.193 miles. Commenced operations December 23, 1890. January 15, 1895, leased Tamaqua and Pottsville Electric Railway from Port Carbon to St. Clair and Nichols street branch; total being 3.128 miles, at rental of $3,600 per annum. The People's Railway Company incorporated by special acts of April 4, 1865, April 28, 1871, February 16, 1872, and March 14, 1873. Leased its railroad to this company in Pottsville on 29th July, 1890, and on 29th March, 1894, made the term of said lease to terminate March 31, 1894. All of the road covered by this lease was entirely rebuilt and equipped for an electric road. February 1st said People's Railway Company executed lease with this company, giving to the latter authority to equip the former railway from Pottsville to Minersville by electricity; term to expire March 31, 1929. Term of lease of road in Pottsville was also extended to March 31, 1929. Total right of way acquired under this lease is 6.4 miles. The original capital stock of this company was $150,000; in 1895 the stock was increased to $650,000, and the bonded indebtedness was increased from $150,000 to $500,000 for the purpose of building new extensions, car barn and power house, overhauling old line, and purchasing new equipments, which improvements have been party built and furnished under contract with the Philadelphia Construction Company, which company has agreed to do all of said work for $500,000 in capital stock, and $400,000 in bonds.

Rental paid the People's Railway is $10,000 per annum, payable monthly. Rental to Tamaqua and Pottsville Railway Company is paid semi-annually.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	Leased.	No. of miles.
People's Railway Co...	Pottsville, ...	Minersville, ...	.....	Leased...	4.541
People's Railway Co...	In Pottsville, ...	.....	Owned...	.....	2.656
Tamaqua and Pottsville.	Port Carbon, ...	St. Clair, ...	.....	Leased...	2.347
Tamaqua and Pottsville.	Pottsville, ...	Dormer's Crossing,	.....	Leased...	.78
Schuylkill Electric Railway Company.	Palo Alto, ...	Tumbling Run, ...	Owned...	.....	2.278
Schuylkill Electric Railway Company.	Pottsville, Union street.	Port Carbon, ...	Owned...	.....	3.012
Schuylkill Electric Railway Company.	Sunbury street, Minersville.	.....	Owned...	.....	.748
Schuylkill Electric Railway Company.	Nicholas street, Pottsville.	.....	Owned...	.....	1.10
Schuylkill Electric Railway Company.	Laurel street, Pottsville.	.....	Owned...	.....	.70
Schuylkill Electric Railway Company.	Pottsville, Twelfth street.	Phoppert's Hotel, ...	Owned...	.....	1.148
Schuylkill Electric Railway Company.	Norwegian street Pottsville and Power House tracks.	.....	Owned...	.....	.178
Total, ...	.....	.....	.....	.....	19.527

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$1,150,743 35	Capital stock, ...	$650,000 00
Current assets, as follows, viz:		Funded debt, ...	500,000 00
Cash on hand, ...	47 50	Current liabilities, as follows, viz:	
Material and supplies on hand,..	2,398 73	Interest on funded debt due and accrued, ...	15,000 00
Sundries, ...	34 78	Accounts payable, ...	6,129 99
Profit and loss, ...	17,995 63		
Total, ...	$1,171,129 99	Total, ...	$1,171,129 99

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Oliver Hopkinson, President, ...	Philadelphia, Pa.
Lewis S. Renshaw, Secretary, ...	Philadelphia, Pa.
Lewis S. Renshaw, Treasurer, ...	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Joseph Hopkinson,	Philadelphia, Pa.
Samuel W. Woodhouse,	Philadelphia, Pa.
Edward Hopkinson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
Oliver Hopkinson, Jr.,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 16, 1866.

On December 29, 1866, a lease was executed by the Schuylkill River Passenger Railway Company to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of 99 years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger Railway was leased to the Philadelphia Traction Company for the term of 999 years.

By a provision in the original lease the stockholders of the company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, in accordance with such right all of the said stock has been converted into stock of the Philadelphia and Gray's Ferry Passenger Railway Company, except 90 shares, the lessee paying to the stockholders of the lessor fifty cents a share per annum.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment at date of lease,	$47,463 54	Funded debt,	$50,000 00
Other permanent investments, as follows, viz:			
Balance in cash paid over to the Philadelphia and Gray's Ferry Passenger Railway Company at time of lease,	2,536 46		
Total,	$50,000 00	Total,	$50,000 00

SCHUYLKILL TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Dallas Saunders, President,	401 Drexel Building, Philadelphia, Pa.
Jno. A. Johann, Secretary,	401 Drexel Building, Philadelphia, Pa.
Jno. A. Johann, Treasurer,	401 Drexel Building, Philadelphia, Pa.
E. W. Ash, General Manager,	Girardville, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
George H. Earl, Jr.,	Philadelphia, Pa.
William B. Gill,	Philadelphia, Pa.
Herbert N. Hawe,	Philadelphia, Pa.
Jno. A. Johann,	Philadelphia, Pa.
Winthrop Smith,	Philadelphia, Pa.
Dallas Sanders,	Philadelphia, Pa.
Jos. T. Richards,	Philadelphia, Pa.

28-9-96

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Chartered September 26, 1892.

The Mahanoy City, Shenandoah and Ashland Street Railway incorporated October 23, 1890, and the Ashland, Locust Dale and Centralia Railway incorporated October 28, 1892, were leased to the Schuylkill Traction Company October, 1893. The Schuylkill Traction Company owns the entire capital stock of these companies. Neither of the leased lines have any bonded indebtedness.

The road begins at Locust Dale and runs through the centre street of Ashland, thence to Girardville, and there branches out in Y shape, one branch leading through Lost Creek and William Penn to Shenandoah, and the other branch to Mahanoy City, passing through Maizeville, Mahanoy Plane, Gilberton and St. Nicholas.

Completed June, 1893.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
Mahanoy City, Shenandoah, Girardville and Ashland Railway.	Shenandoah, ... Ashland, ...	Girardville, ... Mahanoy City, ...	Leased..	20
Ashland, Locust Dale and Centralia.	Ashland, ...	Locust Dale, ...	Leased,..	2
Total, ...	.....	.....	.....	22

GENERAL BALANCE SHEET

Assets.		Liabilities.	
Cost of road, ...	$1,015,000 00	Capital stock, ...	$1,000,000 00
Cost of equipment, ...	425,000 00	Funded debt, ...	500,000 00
Other permanent investments, as follows, viz:			
Stock of other companies included in cost of road and equipment, ...	560,000 00		
Total, ...	$1,500,000 00	Total, ...	$1,500,000 00

SCHUYLKILL VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. D. Beebe, President, ...	Syracuse, N. Y.
D. B. Shepp, Secretary, ...	Philadelphia, Pa.
D. B. Shepp, Treasurer, ...	Philadelphia, Pa.
A. G. Davids, Superintendent, ...	Norristown, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Thomas Craige,	Trenton, N. J.
C. D. Beebe,	Syracuse, N. Y.
W. A. Holden,	Syracuse, N. Y.
William Nottingham,	Syracuse, N. Y.
G. B. Leonard,	Syracuse, N. Y.
D. B. Shepp,	Philadelphia, Pa.
J. W. Shepp,	Philadelphia, Pa.
W. H. Kerick,	Reading, Pa.
H. S. Holden,	Syracuse, N. Y.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 5, 1895.

Originally incorporated under the title of Norristown, Bridgeport and Conshohocken Traction Company. Subsequently changed, on January 5, 1895, to the Schuylkill Valley Traction Company.

Operates the Conshohocken Railway Company, Norristown Passenger Railway Company, Citizens' Passenger Railway Company.

Pays interest on bonds and taxes.

Interest on Conshohocken Railway Company five per cent. on $100,000 bonds.

Interest on Citizens' Passenger Railway Company five per cent. on $80,000 bonds.

Interest on Norristown Passenger Railway Company six per cent. on $75,000 bonds.

Also pays Norristown Passenger Railway Company $1,000 January 1, 1895; $1,500 January 1, 1896; $2,250 January 1, 1897; $3,000 January 1, 1898; $4,000 January 1, 1899, and $4,000 every year hereafter.

Also pays Citizens' Passenger Railway Company January 1, 1896, $1,000; January 1, 1897, $1,500; January 1, 1898, $2,000, and $2,000 on every January hereafter.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch	From—	To—	No. of Miles.
Citizen Passenger Railway,	Citizen Passenger Ry.,	S. V. Traction Co.,	9 miles.
Norristown Passenger Ry.,	Norristown Pas. Ry.,	S. V. Traction Co.,	5 miles.
Conshohocken Railway Co.,	Conshohocken Ry.,	S. V. Traction Co.,	6 miles.
Total,			20 miles.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$72,598 54	Capital stock,	$500,000 00
Cost of equipment,	75,000 00	Funded debt,	15,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	187,298 92	Loans,	13,231 58
Sundries,	14,299 68	Accounts payable,	76,705 11
		Cash short,	28 35
		Profit and loss,	13,929 11
Total,	$648,997 15	Total,	$618,897 15

Digitized by Google

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. P. Ilsley, President,	Bullitt Building, Philadelphia, Pa.
Frank Silliman, Jr., Vice President,	Scranton, Pa.
Horace E. Hand, Secretary,	Scranton, Pa.
Horace E. Hand, Treasurer,	Scranton, Pa.

DIRECTORS.

Name.	Residence.
J. P. Ilsley,	Philadelphia, Pa.
C. M. Clark,	Philadelphia, Pa.
C. Ford Stevens,	Philadelphia, Pa.
Frank Silliman, Jr.,	Scranton, Pa.
J. Alton Davis,	Scranton, Pa.
Robert F. Fox,	Scranton, Pa.
Horace E. Hand,	Scranton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Letters patent issued May 9, 1883; letters patent re-issued May 20, 1889.

Leased to People's Street Railway Company, of Luzerne county, December 15, 1890, the rental being a guaranty of principal and interest of bonds. Lease expires 9th May, A. D. 2882. The People's Street Railway Company, the lessee of this company, is leased to the Scranton Traction Company. See that report for all information.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$150,000 00	Capital stock,	$50,000 00
		Funded debt,	100,000 00
Total,	$150,000 00	Total,	$150,000 00

SCRANTON TRACTION COMPANY.

OFFICERS.

Name	Official Address.
John P. Ilsley, President,	Bullitt Building, Philadelphia, Pa.
C. M. Clark, Vice President,	Bullitt Building, Philadelphia, Pa.
C. Ford Stevens, Secretary,	Bullitt Building, Philadelphia, Pa.
C. Ford Stevens, Treasurer,	Bullitt Building, Philadelphia, Pa.
Frank Silliman, Jr., General Manager,	Scranton, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John P. Isley,	Germantown, Philadelphia, Pa.
C. M. Clark,	Germantown, Philadelphia, Pa.
E. W. Clark, Jr.,	Chestnut Hill, Philadelphia, Pa.
C. Ford Stevens,	925 Pine street, Philadelphia, Pa.
Charles A. Pearson, Jr.,	Scranton, Pa.
Frank Silliman,	Scranton, Pa.
Timothy Burke,	Scranton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: October 20, 1892.

The company was formed for the purpose of controlling by lease or otherwise passenger railways in the State, principally in the city of Scranton and vicinity.

It was organized under the law of Pennsylvania entitled "An act to provide for the incorporation and regulation of motor power companies," etc. Approved March 22, 1887.

On the 26th October, 1892, it leased to the People's Street Railway Company, of Luzerne county, which at that time controlled by lease the Scranton Passenger Railway Company and the Scranton Suburban Railway Company.

On the 24th day of May, 1893, it leased the Valley Passenger Railway Company.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
People's Street Railway Company of Luzerne County.	Sundry streets in Scranton.	Sundry streets in Scranton.	Leased...	15.901
Scranton Suburban Railway Company	Sundry streets in Scranton.	Sundry streets in Scranton.	Leased...	7.943
Scranton Passenger Railway Company.	Sundry streets in Scranton.	Sundry streets in Scranton.	Leased...	2.058
Valley Passenger Railway Company.	Sundry streets in Scranton.	Sundry streets in Scranton.	Leased...	7.36
Total,			Leased...	32.361

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$2,794,492 56	Capital stock,	$2,000,000 00
Cost of equipment,	217,291 82	Funded debt,	1,000,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	7,679 99	Interest on funded debt due and accrued,	20,680 67
Accounts receivable,	18,358 15	Loans,	281,501 30
Materials and supplies on hand,	12,591 62	Accounts payable,	89,830 25
Additions and betterments on leased lines,	122,280 69	Accrued damages,	3,817 61
Repaid insurance,	1,171 33	Ticket account,	312 90
Repaid interest,	2,043 02	Profit and loss,	10,761 36
Scranton Traction Company first mortgage bonds,	26,000 00		
Valley Passenger Railway Company, first mortgage bonds,	208,000 00		
Total,	$3,409,909 18	Total,	$3,409,909 18

Digitized by Google

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
P. S. Page, President,	Scranton, Pa.
J. Alton Davis, Vice President,	Scranton, Pa.
Horace E. Hand, Secretary,	Scranton, Pa.
Horace E. Hand, Treasurer,	Scranton, Pa.

DIRECTORS.

Name.	Residence.
P. S. Page,	Scranton, Pa.
J. Alton Davis,	Scranton, Pa.
W. A. Page,	Scranton, Pa.
Isaac L. Post,	Scranton, Pa.
Horace E. Hand,	Scranton, Pa.
R. T. McCabe,	New York.
Thomas H. Thomas,	New York.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Letters patent issued 21st May, 1886. Letters patent re-issued 20th May, 1889.

This was the first road constructed east of Mississippi river built to use electricity, and the first in the United States to use electricity for lighting its cars.

Leased December, 1890, to People's Street Railway Company, of Luzerne county, for 95 years, with provision for renewal for 999 years, to expire May 21, A. D. 2985. The rental is the guaranty of principal and interest on bonds and 4 per cent. per annum on the $100,000 of capital stock issued, until the receipts amounted to $50,000 per annum, when it is 5 per cent. on the stock. All information will be found in report of Scranton Traction Company, lessee of People's Street Railway Company.

SCRANTON AND CARBONDALE TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George A. Fletcher, President,	1131 Chestnut street, Philadelphia, Pa.
Percy S. Bickmore, Secretary,	121 South Fourth street, Philadelphia, Pa.
George L. Mitchell, Treasurer,	1131 Chestnut street, Philadelphia, Pa.
G. Martin Brill, Vice President,	Sixtieth street and Woodland avenue, Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
George A. Fletcher,	Philadelphia, Pa.
Alfred N. Chandler,	Philadelphia, Pa.
G. Martin Brill,	Philadelphia, Pa.
J. H. Noblit,	Philadelphia, Pa.
John Dignan,	Philadelphia, Pa.
Edward A. Schmidt,	Philadelphia, Pa.
William R. Dunham,	Altoona, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 23, 1893.

The company was organized for purpose of constructing, acquiring, leasing and operating lines of railways within the State of Pennsylvania. The company has leased the rights and franchises of the Blakely and Dickson Traction Street Railway Company, and completed the construction of the line of railway begun by that company, and its equipment located on the Providence and Carbondale turnpike from a connection with lines of the Carbondale Traction Company, in the borough of Archbald, to a connection with the lines of the Scranton Traction Company, near the city of Scranton.

The property of this company is operated under a contract or lease by the Scranton Traction Company for one-third of net receipts; a full detail of operation will be included in the report of that company, and has been so operated since opening of road.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$614,000 00	Capital stock,	$500,000 00
Other permanent investments, as follows, viz:		Funded debt,	150,000 00
Stock of other companies,	36,000 00	Profit and loss,	17,035 79
Bonds of own company in treasury,	10,000 00		
Current assets, as follows, viz:			
Cash on hand,	7,035 79		
Total,	$667,035 79	Total,	$667,035 79

SCRANTON AND PITTSTON TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
L. A. Watres, President,	Scranton, Pa.
Robert C. Adams, Secretary,	Scranton, Pa.
Charles H. Mullin, Treasurer,	Mount Holly Springs, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
L. A. Watres,	Scranton, Pa.
Lemuel Amerman,	Scranton, Pa.
Charles H. Mullin,	Mount Holly Springs, Pa.
John T. Lenahan,	Wilkes-Barre, Pa.
Lane S. Hart,	Harrisburg, Pa.
Robert C. Adams,	Scranton, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 8, 1892.

Incorporated under act of March 21, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cables, electrical or other means."

It leased the franchises and rights and property of the Lackawanna Street Railway Company, the Pittston, Jenkins and Avoca Street Railway Company, the Pittston Suburban Passenger Railway Company.

This company (the Scranton and Pittston Traction Company) then made a lease of its road for operation to the Scranton Traction Company.

The terms of the lease are that the Scranton Traction Company is to operate the road, pay all maintenance and interest charges, and to receive therefor one-third of the net receipts of the road.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$297,707 26	Capital stock,	$550 000 00
Other permanent investments, as follows, viz:		Funded debt,	243,000 00
Stock of other companies,	485,526 93		
Profit and loss,	9,765 81		
Total,	$793,000 00	Total,	$793,000 00

SECOND AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Glenwood, Twenty-third ward, Pittsburgh, Pa.
John C. Reilly, Secretary,	Glenwood, Twenty-third ward, Pittsburgh, Pa.
John W. Taylor, Treasurer,	548 Smithfield street, Pittsburgh, Pa.
William J. Burns, Superintendent,	Glenwood, Twenty-third ward, Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
James D. Callery,	North Highland avenue, Pittsburgh, Pa.
William V. Callery,	North Highland avenue, Pittsburgh, Pa.
John C. Reilly,	Oakland, Pittsburgh, Pa.
William J. Burns,	Seventh Avenue Hotel, Pittsburgh, Pa.
George C. Wilson,	Rebecca street, E. E., Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: July 6, 1881.

This company was incorporated July 6, 1881. Subsequently, on the 15th day of May, 1889, accepted the provisions of section 20 of the act of May 14, 1889, and new "letters patent" were issued on November 24, 1894.

Consolidated with Hazlewood, Homestead and Braddock Passenger Street Railway Company Braddock and Turtle Creek Passenger Street Railway and Greenfield Avenue Railway Company since July 1, 1893. All the property and franchises of the company are in the possession and control of the Second Avenue Traction Company, the road being operated by the latter company, all of the stock of the railway having been purchased by the traction company. On December 1, 1894, all the property and franchises of the Second Avenue Traction Company passed into the possession and control of "The Second Avenue Traction Company," by whom the road is now operated, all the stock of the "traction company" having been purchased by "the traction company."

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of franchises and road and equipment,	$702,850 00	Capital stock,	$502,850 00
		Funded debt,	200,000 00
Total,	$702,850 00	Total,	$702,850 00

SECOND AVENUE TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	North Highland avenue, Pittsburgh, Pa.
William H. Keech, Secretary,	Centre avenue, Pittsburgh, Pa.
John W. Taylor, Treasurer,	407 Evaline street, Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
James D. Callery,	North Highland avenue, Pittsburgh, Pa.
John C. Reilly,	Oakland, Pittsburgh, Pa.
William J. Burns,	Seventh Avenue Hotel, Pittsburgh, Pa.
William H. Keech,	Centre avenue, Pittsburgh, Pa.
George C. Wilson,	Rebecca street, E. E., Pittsburgh, Pa.
John W. Taylor,	407 Evaline street, Pittsburgh, Pa.
William V. Callery,	North Highland Avenue, Pittsburgh, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 27, 1893.

On the first day of December, 1894, all the property and franchises of Second Avenue Traction Company passed into the possession and control of the Second Avenue Traction Company, and since that date the road has been operated by the latter company.

All the stock of the Traction Company having been purchased by the Second Avenue Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$432,287 43	Capital stock, ...	$900,000 00
Other permanent investments, as follows, viz:		Funded debt, ...	500,000 00
Stock of other companies, ...	900,000 00		
Real estate and buildings, ...	67,712 57		
Total, ...	$1,400,000 00	Total, ...	$1,400,000 00

SECOND AND THIRD STREETS RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Horace T. Potts, President, ...	2653 Frankford avenue, Philadelphia, Pa.
Charles D. Matlack, Secretary, ...	2653 Frankford avenue, Philadelphia, Pa.
Charles D. Matlack, Treasurer, ...	2653 Frankford avenue, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Alexander M. Fox, ...	Philadelphia, Pa.
Alexander L. Crawford, ...	Philadelphia, Pa.
William Dulles, ...	Philadelphia, Pa.
James McManes, ...	Philadelphia, Pa.
William G. Fox, ...	Philadelphia, Pa.
John H. Catherwood, ...	Philadelphia, Pa.
John Lamon, ...	Philadelphia, Pa.
John Rose, ...	Philadelphia, Pa.
Henry Bumm, ...	Philadelphia, Pa.
Alfred Smith, ...	Philadelphia, Pa.
John L. Clawson, ...	Philadelphia, Pa.
George M. Freeman, ...	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 10, 1858.

This Company was leased to the Frankford and Southwark Philadelphia City Passenger Railway Company, January 1, 1892, which lease was assigned to the Electric Traction Company, August 17, 1893. The lease is for nine hundred and ninety-nine years, from January 1, 1892.

Terms of the lease are as follows:

First year, 1893, rental of 8½ dollars per share.

Second year, 1894, rental of 9 dollars per share.

Third year, 1895, rental of 9 dollars per share.

Fourth year, 1896, rental of 9½ dollars per share.

Fifth year, 1897, rental of 10 dollars per share.

Sixth year, 1898, rental of 10 dollars per share.

Seventh year, 1899, rental of 10½ dollars per share.

Digitized by Google

Eighth year, 1900, rental of 10½ dollars per share.

Ninth year, 1901, rental of 11 dollars per share.

Tenth year, 1902, rental of 12 dollars per share, and thereafter a yearly rental of twelve (12) dollars per share.

Also an annual sum of twenty-two hundred and fifty ($2,250) dollars.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment, ...	$1,057,571 92	Capital stock, ...	$771 676 23
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand, ...	43,913 31	Dividends unpaid, ...	488 63
Open accounts, ...	1,141 28	Borrowed money, ...	21,600 00
Sundries, ...	11,417 96	Sundries, ...	286,495 67
		Profit and loss, ...	38,483 62
Total, ...	$1,113,144 17	Total, ...	$1,118,144 17

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Clay Kemble, President, ...	Philadelphia, Pa.
D. W. Dickson, Secretary, ...	Philadelphia, Pa.
D. W. Dickson, Treasurer, ...	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Samuel Daniels, ...	Philadelphia, Pa.
Geo. W. Elkins, ...	Philadelphia, Pa.
Geo. D. Widener, ...	Philadelphia, Pa.
Joseph P. Altemus, ...	Philadelphia, Pa.
Wm. L. Elkins, Jr., ...	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 12th, 1858.

December 20, 1873. In connection with Citizens' Passenger Railway Company, leased Empire Passenger Railway for 999 years.

July 1, 1878. Leased to Continental Passenger Railway Company for a term of 99 years. Lessee shall pay to the treasurer on the 20th days of December and June of each year, the sum of $7,500. Lessee shall assume all incumbrances on real estate, and shall pay the accruing interest on the bonds and principal thereof as the same matures, and all taxes assessed on the real estate, franchises, stock or earnings.

August 29, 1884. Changed from horse to electric power.

July 1, 1876. Issued $100,000 bonds. By resolution adopted June 10, 1889. Bonds extended for 30 years from July 1, 1889.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road	$864,360 47	Capital stock,	$250,000 00
Cost of equipment	39,928 50	Funded debt,	100,000 00
		Current liabilities, as follows, viz:	
		Due lessee company for "additions and betterments,".....	554,288 97
Total,	$904,288 97	Total,	$904,288 97

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George Marshall, President,	Shamokin, Pa
J. J. John, Secretary,	Shamokin, Pa.
Martin Markle, Treasurer,	Shamokin, Pa
D. S. Kennedy, Superintendent,	Shamokin, Pa

DIRECTORS.

Name.	Residence
George Marshall,	Shamokin, Pa.
J. J. John,	Shamokin, Pa.
Martin Markle,	Shamokin, Pa.
A. S. Aucker,	Shamokin, Pa
E. G. Seiler,	Shamokin, Pa
H. Rohrheimer,	Shamokin, Pa
John Clifford,	Shamokin, Pa.
H. Rothscheld,	Shamokin, Pa
John Schabo,	Shamokin, Pa
H. S. Zimmerman,	Shamokin, Pa.
Daniel Eisenhart,	Shamokin, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of 99 years with a capital stock of $12,000. On September 4, 1889, the stockholders passed a resolution increasing the capital to $30,000. This sum being found insufficient for the work contemplated, the stockholders at another meeting held on November 23, 1891, had the capital further increased to $50,000, and again at a meeting held May 2, 1892, there was a further increase to $80,000, of which $53,400 has been subscribed and paid for. On July 27, 1892, the stockholders authorized a mortgage of $30,000 upon the plant and franchises of the company, and the whole amount of bonds have been issued.

On July 11, 1891, the road was opened to the public and has been running successfully since that date. At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase 88 shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These 88 shares represent the controlling interest in the Shamokin Electric Light and Power Company.

On November 14, 1891, the Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company to furnish them electric current for light and power for a period of twenty years at a stipulated rental. Dynamos and additional engines were then placed in the power house to meet this new demand.

During October, 1891, the railway was extended to Second and Walnut streets. In the spring of 1893 the company obtained a lease from the Philadelphia and Reading Coal and Iron Com-

Digitized by Google

pany for eighty acres of land for the purpose of opening a public park and thereby securing additional traffic for the road. The track was then extended a little over one mile in length to reach these grounds, which is now the western terminus.

Route of Road.

Beginning at power house on the corner of Pine and Pearl streets in the borough of Shamokin, thence west over Pine street to Shamokin street, north over Shamokin street to Independence street, west over Independence street to Market street, south over Market street to Spruce street, west over Spruce street to Second street, north over Second street to Water street, thence west over Water street to Cliff street, west over Cliff street to Arch street, over Arch street to Ash street, over Ash street to alley, over alley to Laurel street, and over Laurel street to Chestnut street, and again west over Chestnut street to west side of "West Shamokin," thence by direct route to the park, which is the western terminus of the road.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$39,230 11	Capital stock,	$53,400 00
Cost of equipment,	55,162 15	Funded debt,	30,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	4,400 00	Interest on funded debt due and accrued,	375 00
Indian Park improvements,	4,121 07	Loans,	8,500 00
Current assets, as follows, viz:		Accounts payable,	1,600 00
Cash on hand,	121 80	Sundries,	121 80
Open accounts,	75 00	Invested in construction account:	
Material and supplies on hand,	750 00	Profit and loss,	9,863 33
Total,	$103,860 13	Total,	$103,860 13

SHAMOKIN AND MOUNT CARMEL ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George M. Smith, President,	Shamokin, Pa
Henry R. Snavely, Secretary,	Lancaster Jc., Pa
C. Smith, Treasurer,	Shamokin, Pa
William P. Marr, Superintendent,	Shamokin, Pa

DIRECTORS.

Name.	Residence.
Henry S. Snavely,	Lancaster Jc., Pa.
Israel G. Erb,	Lititz, Pa.
Jacob L. Stehman,	Lititz, Pa.
Thomas M. Righter,	Mt. Carmel, Pa.
P. W. Helstand,	Millersville, Pa.
E. C. Hamilton,	Shamokin, Pa.
Martin Markle,	Shamokin, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: October 18, 1892.

Original capital, 2,000 shares, $100,000.

October 26, 1893, capital increased to 10,000 shares, $500,000. November 8, 1897, bonds and mortgages for $500,000 authorized.

Digitized by Google

Bonds dated December 1, 1893, principal and interest payable in gold. Principal in 30 years. Interest at six per centum on the first day in June and December of each year. Charter authorizes construction of road through Uniontown and Shamokin, with loops; distance 10 miles.

January 30, 1893, line extended by branch from Mount Carmel to Centralia, four miles. Also, from main line at Ferndale Colliery to Locust Gap, one and a half miles. January 8, 1894, extension by branch from main line at Lancaster Switch to Hickory Ridge, two and one half miles.

November 8, 1893, contract with George M. Smith, whereby contractor agreed for the sum of $1,000,000, to pay all previous debts and liabilities of the company, procure necessary rights of way, construct the road, bridges, power plant and house, fully equip the road, furnish 10 motor cars, and turn the road over to the company complete and in first class running order satisfactory to the board of directors, and free from every debt or liability, excepting the bonded debt of $500,000.

September 8, 1894, road opened over part of route. April 10, 1895, Centralia branch opened. Locust Gap and Hickory Ridge branches, because of engineering difficulties, are not yet completed. The Hickory Ridge branch is of minor importance. Owing to the nature of the ground, with mountains, abrupt depressions and excessive and impossible grades, the routes as originally proposed along the public roads could not be adhered to. Rights of way were purchased and procured from private parties, and considerable parts of the road are constructed over private grants of land.

The engineering difficulties materially increased the expense of construction. Sixteen and one-fourth miles of completed road, with 22 motor cars, have been turned over to the company, and are in full operation.

The material used in the construction is more than ordinarily heavy and substantial; the electrical equipment is the finest and best that could be procured, and the power supply far exceeds the present wants, and anticipation for years to come.

The stock and bonds cover the contract price for construction and equipment.

Six thousand shares of stock have been full paid, and the proceeds paid to the contractor. Ten per centum on the remaining 4,000 shares have been paid in, and paid over to the contractor. The balance, when paid, will also be paid to the contractor.

All of the bonds have been issued and paid to the contractor for construction. On December 1, 1895, the coupons on $125,000 of the bonds were surrendered to the company for cancellation without interest, and the company paid interest on only $375,000 of the bonds.

On June 1, 1896, the coupons on $75,000 of the bonds were surrendered without interest, and the company paid interest on only $425,000 of the bonds.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$711,552 01	Capital stock,	$500,000 00
Cost of equipment,	302,325 00	Funded debt,	500,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Office building at power station,	2,000 00	Interest on funded debt due and accrued, June, 1896,	2,125 00
Office furniture,	350 00	Loans,	20,627 01
Current assets, as follows, viz:		Profit and loss,	4,067 72
Cash on hand,	1,515 24		
Material and supplies on hand,	2,000 00		
Profit and loss,	7,017 49		
Total,	$1,026,759 74	Total,	$1,026,759 74

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Harry Moore, President,	Thirtieth and Carson Sts., Pittsburgh, Pa.
A. S. Petrie, Secretary,	Thirtieth and Carson Sts., Pittsburgh, Pa.
A. S. Petrie, Treasurer,	Thirtieth and Carson Sts., Pittsburgh, Pa.
Frank McCoy, Superintendent,	Thirtieth and Carson Sts., Pittsburgh, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Harry Moore,	Pittsburgh, Pa.
A. C. Wettengel,	Pittsburgh, Pa.
Henry J. Lotz,	Allegheny, Pa.
W. R. Fora,	Pittsburgh, Pa.
Jacob Hook,	Allegheny, Pa.
John C. Fisher,	Pittsburgh, Pa.
A. S. Petrie,	Ingram, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 19, 1874.

Organized June 1, 1874. South Side Passenger Railroad Company owned and operated by the Pittsburgh and Birmingham Traction Company, and included in their report, under the title of "Hill Top System Short Line."

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$51,384 06	Capital stock,	$40,550 00
Cost of equipment,	30,467 07	Funded debt,	19,000 00
Other permanent investments, as follows, viz:		Profit and loss,	37,301 13
Real estate,	15,000 00		
Total,	$96,851 13	Total,	$96,851 13

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. Henry Cochran, President,	Williamsport, Pa.
Ernest H. Davis, Secretary,	Williamsport, Pa.
Ernest H. Davis, Treasurer,	Williamsport, Pa.

DIRECTORS.

Name.	Residence
E. B. Westfall,	Williamsport, Pa.
J. B. Krause,	Williamsport, Pa.
E. R. Payne,	Williamsport, Pa.
H. C. McCormick,	Williamsport, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 31, 1892.

Route: Beginning at north end of Market Street Bridge in the city of Williamsport, across said bridge southwardly through Market street, in the borough of South Williamsport to Southern avenue and Junction street, to Maynard street (extended) in said borough, thence northwardly on Maynard street, and over and across the county bridge crossing the river at Maynard street to North end of said last named bridge.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$50,000 00	Capital stock,	$25,000 00
Current assets, as follows, viz:		Funded debt,	25,000 00
Cash on hand,	3,418 89	Current liabilities, as follows, viz:	
Open accounts,	2,116 45	Interest on funded debt due and accrued,	625 00
		Accounts payable,	2,625 57
		Profit and loss,	2,284 77
Total,	$55,535 34	Total,	$55,535 34

STROUDSBURG STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. H. Smith, President,	East Stroudsburg, Pa.
George C. Adams, Secretary,	Delaware, N. J.
William Gunsaulis, Treasurer,	Stroudsburg, Pa.
E. F. Smith, Superintendent,	East Stroudsburg, Pa.

DIRECTORS.

Name.	Residence.
Geo. C. Adams,	Delaware, N. J.
W. S. Shafer,	Stroudsburg, Pa.
F. H. Smith,	East Stroudsburg, Pa.
I. S. Case,	Tobyhanna Mills, Pa.
J. S. Miller,	Portland, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Organized in 1870 with a charter that gave the company the privilege of running by horse power, steam or gravity.

It was run by horse power to April, 1892, when the stock and equipments of the old company was purchased by F. H. Smith, George C. Adams, I. S. Case, W. S. Shafer and others. A new company was formed under the purchased franchise. The road was rebuilt entirely new and steam used as propelling power.

It was at first capitalized to the amount of $25,600.

In 1892 the capital stock was increased $25,600, making a total of $51,200.

Stock at par value to the amount of $46,100 has been sold and paid for, and $5,100 in stock is owned by the company. The road, equipment and franchise cost when purchased by the present company $9,216.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$36,954 00	Capital stock,	$46,100 00
Cost of equipment,	9,400 00	Current liabilities, as follows, viz:	
Current assets, as follows, viz:		Accounts payable,	196 25
Cash on hand,	1,447 78	Balance,	3,058 45
Open accounts,	1,474 32		
Profit and loss,	29 00		
Total,	$49,354 70	Total,	$49,354 70

SUBURBAN RAPID TRANSIT STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas A. Noble, President,	118 Diamond street, Pittsburgh, Pa.
Chas. E. Sucop, Secretary,	Carson street, Pittsburgh, Pa., S. S.
Robt. C. Cunningham, Treasurer,	Mount Oliver, Pa.
John F. Saltz, Superintendent,	Mount Oliver, Pa.

DIRECTORS.

Name.	Residence.
Thos. A. Noble,	Southern avenue, Pittsburgh, S. S.
Edward F. Hays,	East End, Pittsburgh.
Chas. E. Sucop,	South Side, Pittsburgh.
Robt. C. Cunningham,	Southern avenue, Pittsburgh, S. S.
Wm. T. Cowan,	Southern avenue, Pittsburgh, S. S.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, September 28, 1886.

The Suburban Rapid Transit Street Railway Company, a corporation under the laws of the State of Pennsylvania, was duly incorporated in the year 1886, under the act of Assembly, approved the 23d day of May, 1878, for passenger railways.

Incorporated under the street railway act, 1889.

Opened for traffic September, 1887.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$218,116 92	Capital stock,	$122,000 00
Cost of equipment,	86,471 22	Funded debt,	192,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	1,645 23	Interest on funded debt due and accrued,	2,895 00
Material and supplies on hand,	6,745 00	Loans,	15,000 00
Sundries,	546 00	Accounts payable,	1,068 56
Profit and loss,	10,669 48	Sundries,	290 00
Total,	$334,193 86	Total,	$334,193 86

Digitized by Google

SUNBURY AND NORTHUMBERLAND RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Daniel Coolidge, President,	Lorain, Ohio.
S. P. Wolverton, Secretary,	Sunbury, Pa.
S. P. Wolverton, Treasurer,	Sunbury, Pa.
Martin Withington, Superintendent,	Northumberland, Pa.

DIRECTORS.

Name.	Residence.
Daniel Coolidge,	Lorain, Ohio.
S. P. Wolverton,	Sunbury, Pa.
C. M. Clement,	Sunbury, Pa.
W. T. Forsythe,	Northumberland, Pa.
H. L. Cake,	Northumberland, Pa.
W. E. Houghton,	Philadelphia, Pa.
W. A. Donaldson,	Johnstown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

The Sunbury and Northumberland Street Railway Company was incorporated 24th January, 1885. Accepted provisions of "street railway act" of 1889, May 20, 1889. Road was then constructed at a cost of $120,000. Track being Johnson girder rail and line operated by two line trolley. December 1, 1891, horses were substituted for electricity. May 28, 1892, the purchase of the rights and franchises of the company at a judicial sale, organized a new corporation under the present name. The road was thereupon re-equipped with Westinghouse apparatus and re-opened September 1, 1892.

During 1895 a park and base ball grounds was opened and fitted up by the company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$140 326 05	Capital stock,	$125,000 00
Cost of equipment,	36,865 39	Funded debt,	65,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	452 98		
Material and supplies on hand,	1,223 62	Loans unsecurred by collateral,	7,000 00
Profit and loss,	19,693 39	Approved vouchers,	1,561 43
Total,	$198,561 43	Total,	$198,561 43

Digitized by Google

TAMAQUA AND POTTSVILLE ELECTRIC RAILROAD COMPANY.

OFFICERS.

Name.	Official Address.
J. B. Seybert, President,	622 Chestnut street, Philadelphia, Pa.
S. S. Fowler, Secretary,	622 Chestnut street, Philadelphia, Pa.
S. S. Fowler, Treasurer,	622 Chestnut street, Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
John F. Finney,	Pottsville, Pa.
F. H. Treat,	Wayne, Pa.
James Goodwin,	Wayne, Pa.
Wm. H. Whithall,	Philadelphia, Pa.
J. B. Seybert,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 5, 1892.

Incorporated May 5, 1892, under the name of the Tamaqua and Pottsville Electric Railroad Company.

The company has built only a part of its projected railroad, to-wit: On Mill Creek avenue, in Norwegian and East Norwegian townships, to Port Carbon avenue, in East Norwegian township, excepting the crossing over the Philadelphia and Reading railroad at Mill Creek. Also built railroad beginning at Fourth and Market street in the borough of Port Carbon, Schuylkill county, Pa., thence on Market street northward to the borough line; thence on Port Carbon avenue, through East Norwegian township, to Front or Mill street, in the borough of Saint Clair; thence northwardly on said Front and Mill street, in said borough of Saint Clair, to Railroad street; thence westwardly on Railroad street to Second street; thence northwesterly on Second street to Franklin street. Said two lines connect at the intersection of Mill Creek avenue and Port Carbon avenue; and the first of said lines connects with the Nichols street branch of the Schuylkill Electric Railway Company; and the second line connects with the latter railway company's line in Port Carbon.

The total road, as far as built, has been leased to the Schuylkill Electric Railway Company; the parts so leased together measure 3.128 miles, and they were built in the latter part of the year 1894, and have been operated ever since by the Schuylkill Electric Railway Company, at an annual rental of $3,600 per year, payable semi-annually from January 15, 1896.

DETAILS OF ROAD OWNED AND LEASED.

Name of Road or Branch	From—	To—	Leased.	No. of miles.
Mill Creek,	Pottsville,	Port Carbon avenue,	Leased,	.781
Port Carbon and St. Clair,	Port Carbon,	St. Clair,	Leased,	2.347
Total,				3.128

Digitized by Google

TARENTUM TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Curtis G. Hussey, President,	812 Lewis Block, Pittsburgh, Pa.
J. B. Crawford, Secretary,	Tarentum, Pa.
Frank R. Dravo, Treasurer,	812 Lewis Block, Pittsburgh, Pa.
J. B. Crawford, Superintendent,	Tarentum, Pa.

DIRECTORS.

Name.	Residence.
Curtis G. Hussey,	Allegheny, Pa.
Julian Kennedy,	Pittsburgh, Pa.
Frank R. Dravo,	Edgeworth, Allegheny county, Pa.
J. B. Crawford,	Tarentum, Pa.
B. F. Rafferty,	Pittsburgh, Pa.
O. P. Curran, Jr.,	Pittsburgh, Pa.
J. B. Ford,	Creighton, Allegheny county, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 20, 1890.

Construction of road commenced December 1893. Completed (with exception of viaduct, which is to be constructed over the tracks and right of way of the West Penn Railroad in the borough of Tarentum), and opened for traffic August 11, 1894. Extended a distance of about 1,000 feet through East Deer township, Allegheny county, during November, 1895.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$121,685 83	Capital stock,	$36,000 00
Cost of equipment,	18,538 27	Funded debt,	100,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	422 00	Interest on funded debt due and accrued,	1,500 00
Current assets, as follows, viz:		Loans,	1,518 75
Cash on hand,	12,624 50	Accounts payable,	1,984 44
Open accounts,	1,760 88	Profit and loss,	928 29
Total,	$155,031 48	Total,	$155,031 48

Digitized by Google

SECOND AVENUE TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
J. D. Callery, President,	Pittsburgh, Pa.
J. H. Callahan, Secretary,	Pittsburgh, Pa.
J. W. Taylor, Treasurer,	Pittsburgh, Pa.
W. J. Burns, General Manager,	Pittsburgh, Pa.
John Murphy, Superintendent,	Pittsburgh, Pa.

DIRECTORS.

Name.	Residence.
J. D. Callery,	Pittsburgh, Pa.
Alexander Brown,	Baltimore, Md.
H. J. Bowdoin,	Baltimore, Md.
Patk. Calhoun,	New York, N. Y.
J. C. Reilly,	Pittsburgh, Pa.
W. J. Burns,	Pittsburgh, Pa.
W. H. Keech,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 14, 1894.

The Second Avenue Traction Company was organized by subscribers October 15, 1894, and chartered November 14, 1894, under the provisions of an act of Assembly, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cables, electrical or other means," approved March 22, 1887, and its supplements. Is lessee of the Second Avenue Passenger Railway Company, including lines owned by said company through consolidation with the Greenfield Avenue Passenger Railway Company, the Braddock and Turtle Creek Street Railway Company, and the Hazlewood, Homestead and Braddock Passenger Street Railway Company, and is also lessee of the Glenwood and Bravosburg Electric Street Railway Company, into which is merged the Pittsburgh and Homestead Electric Street Railway Company, and is also lessee of the McKeesport and Reynoldstown Passenger Railway Company.

On the 1st day of December, 1894, all the property and franchises of Second Avenue Traction Company (Second Avenue Passenger Railway Company), and Glenwood and Bravosburg Electrict Street Railway Company passed into the possession and control of the Second Avenue Traction Company. All the stock of the companies having been purchased. On the 1st day of July, 1895, all the shares except one hundred and thirty-nine of the McKeesport and Reynoldstown Passenger Railway Company similarly passed into the possession and control of the Second Avenue Traction Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$233,921 10	Capital stock,	$5,000,000 00
Cost of equipment,	125,108 27	Funded debt,	2,470,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies,	7,936,685 00	Loans,	153,329 55
Current assets, as follows, viz:		Accounts payable,	25,134 70
Cash on hand,	5,312 72	Profit and loss,	84,969 97
Open accounts,	28,238 73		
Material and supplies on hand,	4,166 40		
Total,	$7,733,434 22	Total,	$7,733,434 22

Digitized by Google

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
B. S. Kunkel, President.	Philadelphia, Pa.
Jos. P. Richardson, Secretary.	Philadelphia, Pa.
Jos. P. Richardson, Treasurer.	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
R. Cresswell.	Philadelphia, Pa.
Geo. W. Hall.	Philadelphia, Pa.
Wm. R. Warner.	Philadelphia, Pa.
John C. Bingham.	Philadelphia, Pa.
Travis Cochran.	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 8, 1859.

1873, October 1. Issued $100,000 7 per cent. mortgage bonds.

1865, July 15. Merged with the Navy Yard, Broad Street and Fairmount Railway Company, as filed with the Secretary of the Commonwealth October 14, 1885.

1892, January 15. Leased to Philadelphia Traction Company for a term of 999 years from January 1, 1892, at the following rental:

Year 1892 and 1893.	$180,000 00
Year 1894, 1895 and 1896.	200,000 00
Year 1897, 1898 and 1899.	220,000 00
Year 1900 and thereafter.	240,000 00

Philadelphia Traction Company to also pay the annual sum of $1,200, pay the expenses attending registration of stock, and shall pay interest on bonds and mortgages as the same shall become due; pay all taxes, charges or assessments which Thirteenth and Fifteenth Streets Passenger Railway Company would in any way be liable or chargeable on account of its corporate existence, etc.

1893, December 16. Changed from horse power to electrical power.

1894, January. Stockholders authorize issue of $400,000 forty-year bonds.

Bonds issued January, 1895.

Bonds due January 1, 1934.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road.	$1,074,575 84	Capital stock.	$334,529 44
Current assets, as follows, viz:		Funded debt.	590,000 00
Cash on hand.	3,022 87	Profit and loss.	178,276 05
Bills receivable.	14,000 00		
Open accounts.	10,731 63		
Sundries.	475 15		
Total.	$1,102,805 49	Total.	$1,102,805 49

Digitized by Google

TWENTY-SECOND STREET AND ALLEGHENY AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas Dolan, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Peter A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	Philadelphia, Pa.
George R. Yarrow,	Philadelphia, Pa.
David H. Lane,	Philadelphia, Pa.
Joseph B. Altemus,	Philadelphia, Pa.
John B. Peddie,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 28, 1890.

December 5, 1894. Leased to Philadelphia Traction Company for a term of 99 years, to take effect as of the 1st day of March, 1894.

September 24, 1895. Lease amended so that terms thereof shall be 999 years from the 1st day of March, 1894. Lessee to pay to the treasurer on the 1st days of March and September in each year during continuance of lease, the sum of $30,000, being $60,000 per annum. Lessee to pay interest as the same becomes due on all bonds actually issued for construction and equipment, and to pay all taxes now or hereafter imposed.

July 10, 1895. Increased capital stock from 10,000 to 20,000 shares.

December 1, 1895. Issued $700,000 first mortgage bonds.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,264,867 22	Capital stock,	$500,000 00
Current assets, as follows, viz:		Funded debt,	700,000 00
Cash on hand,	2,632 78	Current liabilities, as follows, viz:	
		Due lessee company for "additions and betterments,".....	67,500 00
Total,	$1,267,500 00	Total,	$1,267,500 00

Digitized by Google

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Peter A. B. Widener, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
James McManes,	Philadelphia, Pa.
Thomas Dolan,	Philadelphia, Pa.
Henry Bumm,	Philadelphia, Pa.
Wm. S. Stokley,	Philadelphia, Pa.
George D. Widener,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 8, 1864.

January 1, 1880. Leased the Continental Passenger Railway Company for a term of 99 years from January 1, 1880, at a rental of $120,000 per annum, $60,000 to be paid on the 30th day of June and December of each year during continuance of lease, together with the further sum of $50 on the 30th day of December of each year. Lessee to pay interest on bonds as it shall become due, and all taxes now or hereafter imposed. Lessee assuming all the obligations of Continental Passenger Railway Company under its lease of Seventeenth and Nineteenth Streets Passenger Railway Company.

May 31, 1889. Citizens' Passenger Railway Company assigns to Union Passenger Railway Company all its right, title and interest of Citizens' Passenger Railway Company of, in and to lease of Empire Passenger Railway Company, to Seventeenth and Nineteenth Streets Passenger Railway Company and Citizens' Passenger Railway Company.

June 30, 1884. Leased to Philadelphia Traction Company for a term of 999 years. Rental for two years, the first payment to be made on the 31st day of December, 1884, and semi-annually thereafter on the 30th day of June and 31st day of December of each and every year; the last payment falling due on the 30th day of June, 1886. The sum of $135,500 thereafter on the 30th day of June and 31st day of December of each and every year, the first payment falling due on the 31st of December, 1886, the sum of $113,000. Pay all interest, taxes, etc., as same shall become due, and assume all obligations of Union Passenger Railway under lease of Continental Passenger Railway Company to Union Passenger Railway Company.

1892, June 20. Leased Kessler Street Connecting Passenger Railway for a term of 999 years.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$8,492,121 12	Capital stock,	$925,000 00
Cost of equipment,	175,606 22	Funded debt,	750,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Open accounts,	11,296 15	Due lessee company for "additions and betterments,"	6,685,459 88
Material and supplies on hand,	41,870 50	Accounts payable,	3,174 20
Sundries,	798 00	Profit and loss,	658,061 11
Total,	$8,021,693 99	Total,	$8,021,693 99

Digitized by Google

UNION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
George B. Lindsay, President,	Chester, Pa.
H. T. Walter, Secretary,	Chester, Pa.
H. T. Walter, Treasurer,	Chester, Pa.
John MacFayden, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Residence.
George B. Lindsay,	Chester, Pa.
J. Frank Black,	Chester, Pa.
Robert Wetherill,	Chester, Pa.
Richard Wetherill,	Chester, Pa.
William Appleby,	Chester, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 18, 1890.

Union Railway Company, Chester, Pa., was incorporated May 18, 1890, under the act of May 14, 1889. It has a capital stock of $100,000. Bonds, $200,000.

This company's stock is now owned and the road and its leased lines are now operated by the Chester Traction Company. December 31, 1890, this company having completed its track, leased the Chester Street Railway and converted it from a horse railway to an electric railway, overhead system, and built power plant and supplied equipment. Rental $15,200.

On April 3, 1893, it leased the Chester and Media Electric Railway and supplied it with power from main station and equipment. Rental, $11,200.

On December 7, 1893, it leased the Chester, Darby and Philadelphia Railway and supplied it with power from the main station and equipment. Rental, $13,450.

All details of the operation of this company are incorporated in report of the Chester Traction Company, by which this company is operated.

UNION TRACTION RAILWAY COMPANY OF PHILADELPHIA.

OFFICERS.

Name.	Official Address.
John Lowber Welsh, President,	304 Walnut street, Philadelphia, Pa.
Chas. O. Kruger, Secretary,	304 Walnut street, Philadelphia, Pa.
Chas. O. Kruger, Treasurer,	304 Walnut street, Philadelphia, Pa.
J. R. Beetem, General Manager,	Eighth and Dauphin sts., Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John Lowber Welsh,	1420 Spruce street, Philadelphia, Pa.
Wm. H. Shelmerdine,	Walnut Lane, Germantown, Pa.
Caleb F. Fox,	1936 Locust street, Philadelphia, Pa.
Alexander M. Fox,	1415 N. Broad street, Philadelphia, Pa.
Alfred Smith,	Gowen avenue, Germantown, Pa.
Jeremiah J. Sullivan,	1950 Walnut street, Philadelphia, Pa.
Geo. D. Widener,	1202 N. Broad street, Philadelphia, Pa.
Thomas Dolan,	1809 Walnut street, Philadelphia, Pa.
Wm. L. Elkins,	1205 N. Broad street, Philadelphia, Pa.
Peter A. B. Widener,	1200 N. Broad street, Philadelphia, Pa.
James McManes,	2015 Spring Garden street, Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 6, 1895.

This company was chartered under the act of March 20, 1887, and its supplements.

It owned no lines of street railways, but on October 1, 1895, it obtained control of the Philadelphia Traction Company, the Electric Traction Company, and the People's Traction Company; the former by lease for 999 years, and the two latter by the purchase of a controlling interest in their capital stock, which stock was deposited as security for an issue of said controlling interests. Subsequently the Union Traction Company also leased both the Electric Traction system and the People's Traction system (including the People's Passenger Railway Company), for a period of 998 years and 3 months, from July 1, 1896.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	No. of miles.
Philadelphia Traction Company system,	October 1, 1895,	October 1, 2894,	203.44

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$5,[illegible],992 84	Capital stock,	$5,986,095 00
Cost of equipment,	340,671 05	Current liabilities, as follows, viz:	
Other permanent investments, as follows, viz:		Interest on funded debt due and accrued,	893,863 40
Stock of other companies,	539,872 78	Accounts payable,	205,068 96
Bonds of other companies,	417,400 00	Sundries,	129,677 05
Current assets as follows, viz:		Licenses and taxes accrued,	190,788 06
Cash on hand,	1,400,449 21	Reserved to meet contingent liabilities,	218,665 58
Bills receivable,	271,285 44		
Due by agents,	15,100 00		
Open accounts,	18,458 70		
Material and supplies on hand,	118,294 32		
Advanced to leased lines,	3,786,390 00		
Fire insurance fund,	242,972 62		
Deficiency,	49,283 07		
Total,	$7,743,158 03	Total,	$7,743,158 03

Digitized by Google

UNITED TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
M. C. Anlenbach, Secretary,	Reading, Pa.
M. C. Anlenbach, Treasurer,	Reading, Pa.
Samuel E. Rigg, Superintendent,	Reading, Pa.

DIRECTORS.

Name.	Residence.
Robt. N. Carson,	Philadelphia, Pa.
R. Nelson Buckley,	Philadelphia, Pa.
Richmond L. Jones,	Reading, Pa.
Wm. R. McIlvain,	Reading, Pa.
James A. O'Reilly,	Reading, Pa.
Henry C. England,	Reading, Pa.
Geo. H. Valentine,	Womelsdorff, Pa.
L. T. Custer,	Adamstown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 17, 1895.

United Traction Company organized under act of March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies, for operating passenger railways by cables, electrical, or other means."

Letters patent issued and certificates recorded December 17, 1895.

Leased the property and franchises of the Reading Traction Company, as well those owned, or those leased, operated or controlled by it January 1, 1896, for 900 years.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Leased.	No. of miles.
R. & P. Ry. Co.,	City lines,		Leased...	25.25
E. R. E. Ry. Co.,	City,	Black Bear and Stony Creek.	Leased...	5.25
R. & T. E. Ry. Co.,	City Lines,		Leased,..	3.00
R. & W. E. Ry. Co.,	Reading,	Womelsdorf,	Leased,..	14.50
Total,				48.00

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road	$86,693 86	Capital stock	$300,000 00
Cost of equipment	5,716 17	Funded debt	149,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Stock of other companies	348,792 50	Interest on funded debt due and accrued	2,435 71
Current assets, as follows, viz:		Sundries	65,498 76
Cash on hand	50,059 29		
Bills receivable	7,527 20		
Open accounts	728 62		
Materials and supplies on hand	4,228 95		
Profit and loss	14,087 38		
Total	$518,834 47	Total	$518,834 47

UNIONTOWN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Albert D. Boyd, President	Uniontown, Pa.
Robert E. Umbel, Secretary	Uniontown, Pa.
Morgan H. Bowman, Treasurer	Uniontown, Pa.
R. Porter Craig, Superintendent	Uniontown, Pa.

DIRECTORS.

Name.	Residence.
Albert D. Boyd	Uniontown, Pa.
Samuel E. Ewing	Uniontown, Pa.
John K. Ewing, Jr.	Uniontown, Pa.
R. Porter Craig	Uniontown, Pa.
George A. McCormick	Uniontown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 29, 1890.

The Uniontown Street Railway Company was organized August, 1890, and the council of the borough of Uniontown was requested to grant to the said company the privilege of using the streets of the said borough over and along which to construct, maintain and operate, at grade, a street railway, which privilege was granted by ordinance passed August 14, 1890, but requiring said company to "so construct their railway as to do the least possible damage to the streets of said borough, and after its construction to put said streets in as good order as they previously were, and keep the parts of the streets between the rails and all the space used by them, in the same order or repair as the other portions of the street at all times." An application was made for a charter, which was granted August 29, 1890. On November 5, 1890, an article of agreement was entered into with the Edison General Electric Company for the electrical construction and equipment of the road, including the power and three cars of the Brill pattern. Also a contract was entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on May 8, 1891. The cars began to run regularly May 9, 1891, and continued to run until January 11, 1892. When the car barn and power house, with all their contents were destroyed by fire. The company immediately began to rebuild the plant and had it in operation again May 1, 1892, since which time it has been operated continuously. At a meeting of the board of directors, May 5, 1892, the following preamble and resolution were adopted, viz: "Whereas, by reason of the fire of January 11, it became necessary to rebuild our power house and car barn, and purchase new

Digitized by Google

cars, all of which has been done; and whereas the company by reason thereof has incurred a debt of about $50,000. Therefore, be it resolved, That the President and Secretary be directed, and they are hereby directed to have company bonds, dated June 1, 1892, to the amount of $50,000, prepared and issued, to run fifteen years, with option of the company to redeem any or all of said bonds after the expiration of five years from the date thereof. Said bonds to be in denomination of $1,000 each, of the coupon character, bearing interest at the rate of 5 per cent. per annum, payable semi-annually at the National Bank of Fayette County, Pa., free of State tax, and to be secured by a first mortgage of even date therewith, upon all the property, real, personal or mixed, and the franchises of the company, also to include any extensions or additions made to said property during the term of the mortgage. Said mortgage to be executed to the National Bank of Fayette County, as trustee for the holders of the bonds."

DETAILS OF ROADS OWNED AND LEASED.

Name of road or Branch.	Owned.	No. of miles.
Uniontown Street Railway,	Yes,	2.55

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$38,000 00	Capital stock,	$50,000 00
Cost of equipment,	60,000 00	Funded debt,	50,000 00
Current assets, as follows, viz:			
Material and supplies on hand,	566 99		
Profit and loss,	1,433 01		
Total,	$100,000 00	Total,	$100,000 00

VALLAMONT TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
J. Henry Cochran, President,	Williamsport, Pa.
Ernest H. Davis, Secretary,	Williamsport, Pa.
Ernest H. Davis, Treasurer,	Williamsport, Pa.

DIRECTORS.

Name.	Residence.
E. B. Westfall,	Williamsport, Pa.
J. B. Krause,	Williamsport, Pa.
E. R. Payne,	Williamsport, Pa.
H. C. McCormick,	Williamsport, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 15, 1894.

The Vallamont Traction Company was organized by an agreement of merger, dated May 15, 1894, between the Vallamont Passenger Railway Company, the Junction Passenger Railway Company the Centre and West End Passenger Railway Company, and the Citizens' Passenger Railway Company, as the same remains on file in the office of the Secretary of the Commonwealth.

On July 2, 1894, the several merged companies, by resolution of their respective boards of directors accepted the provisions of the Constitution of 1874, of the Commonwealth of Pennsylvania the certificate of such acceptance having been filed with the Secretary of the Commonwealth.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch	From—	To—	Owned.	No. of miles.
Vallamont Traction Company,	Market Square,	Vallamont Park,	Owned,	2.6

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$189,603 12	Capital stock,	$101,700 00
Cost of equipment,	15,000 00	Funded debt,	100,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	1,175 80	Interest on funded debt due and accrued,	2,500 00
Open accounts,	3,591 72	Loans,	1,000 00
Profit and loss,	4,290 77	Accounts payable,	8,861 41
Total,	$214,061 41	Total,	$214,061 41

VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. M. Jolly, President,	Beaver Falls, Pa.
A. R. Lyda, Secretary,	Beaver Falls, Pa.
A. McDowell, Treasurer,	Sharon, Pa.
W. T. Morgan, Superintendent,	Sharon, Pa.

DIRECTORS.

Name.	Residence.
A. R. Lyda,	Beaver Falls, Pa.
J. C. Whitla,	Beaver Falls, Pa.
J. P. Stone,	Beaver Falls, Pa.
F. G. Barker,	New Brighton, Pa.
George F. Kennedy,	New Brighton, Pa.
A. M. McDowell,	Sharon, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: March 4, 1895.

Organized as the Shenango Valley Street Railway Company. Entire plant of above named company sold by sheriff of Mercer county, Pa., and purchased by F. G. Barker, George F. Kennedy and J. C. Whitla, who reorganized March 4, 1895, as the Valley Street Railway Company.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of equipment,	$225,000 00	Capital stock,	$150,000 00
		Funded debt,	75,000 00
Total,	$225,000 00	Total,	$225,000 00

VERSAILLES TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
W. C. Soles, President,	McKeesport, Pa.
D. H. Rhodes, Secretary,	McKeesport, Pa.
D. H. Rhodes, Treasurer,	McKeesport, Pa.
A. F. Hunter, Superintendent,	McKeesport, Pa.

DIRECTORS.

Name.	Residence.
W. C. Soles,	McKeesport, Pa.
James Evans,	McKeesport, Pa.
A. R. Campbell,	McKeesport, Pa.
T. W. Ballie,	McKeesport, Pa.
S. M. Bowman,	McKeesport, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: September 2, 1892.

The company was organized August 27, 1892, for the purpose of furnishing rapid transit in the township of Versailles, adjoining the city of McKeesport, Pa. The construction of the road was commenced in the fall of 1892, but was delayed by severe weather, but resumed again in May, 1893, and one mile was completed from the boundary line of the city of McKeesport to and through the borough of Christy Park, in Versailles township, Allegheny county. The road has since been extended southward through Versailles township and borough of Versailles to a point near the end of bridge crossing the Youghiogheny river, at the borough of Boston, in Elizabeth township, a total distance of four miles.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$40,729 62	Capital stock,	$9,000 00
Cost of equipment,	15,046 15	Current liabilities as follows, viz:	
Current assets as follows, viz:			
Cash on hand,	1,453 02	Loans,	45,700 00
Open accounts,	375 00	Profit and loss,	2,903 79
Total,	$57,603 79	Total,	$57,603 79

WALNUT STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William L. Elkins, President,	Philadelphia, Pa.
D. W. Dickson, Secretary,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
David H. Lane,	Philadelphia, Pa.
Thomas Dolan,	Philadelphia, Pa.
Isaac W. Kemble,	Philadelphia, Pa.
George D. Widener,	Philadelphia, Pa.
John B. Peddle,	Philadelphia, Pa.
James McMahes,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 8, 1890.

June 23, 1894, began operation. August 7, 1895, leased to Philadelphia Traction Company for a term of 999 years, to take effect October 1, 1895. Lessee to pay on the first days of April and October, during continuance of lease, three per cent. on the par value of the stock actually issued, being six per cent. per annum, together with the further sum of $250, on the first day of each January, and to pay all taxes and license fees now or hereafter imposed.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$149,378 45	Capital stock,	$50,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	321 55	Due lessee company for "additions and betterments,"	99,700 00
Total,	$149,700 00	Total,	$149,700 00

Digitized by Google

WARREN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
James D. Woodward, President,	Warren, Pa.
A. B. Nesmith, Secretary,	Warren, Pa.
D. H. Siggins, Treasurer,	Warren, Pa.

DIRECTORS.

Name.	Residence.
John Hepburn,	Warren, Pa.
William Lavery,	Warren, Pa.
D. H. Siggins,	Warren, Pa.
A. B. Nesmith,	Warren, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Original charter granted March 14, 1889. Provisions of act of May 14, 1889, accepted and new charter issued March 25, 1890.

Commenced constructing road in April, 1892.

By July 1, 1893, the track had been laid on Water street, in Warren borough, from P. & E. depot to Glade or East Warren, and in Glade township to Carver street; also, on Laurel street, in Warren borough, between Water and High streets, and thence along High street to the old D., A., V. & P. depot, a distance of about two miles.

The first cars commenced running July 1, 1893, and have been in continuous operation since.

Since July 1, 1893, and prior to June 30, 1894, the road was extended along High street to the P. & E. R. R. depot, making a loop at the western end of the road.

During June, 1894, the road was extended along Main street, in Glade, a distance of 3,280 feet.

During August, 1894, the road was extended along Main street, in Glade, to Allegheny hotel, a distance of 3,600 feet.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$27,876 55	Capital stock,	$25,000 00
Cost of equipment,	15,930 06	Funded debt,	18,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	448 60	Accounts payable,	794 35
Open accounts,	522 73	Profit and loss,	983 62
Total,	$44,777 97	Total,	$44,777 97

40—9—96

Digitized by Google

WASHINGTON ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Francis J. Torrance, President,	Pittsburgh, Pa.
DeWitt Dilworth, Secretary,	Pittsburgh, Pa.
Arthur Kennedy, Treasurer,	Pittsburgh, Pa.
James Kent, Superintendent,	Washington, Pa.

DIRECTORS.

Name.	Residence.
Thomas B. Hutchinson,	Pittsburgh, Pa.
Francis J. Torrance,	Allegheny, Pa.
Arthur Kennedy,	Allegheny, Pa.
DeWitt Dilworth,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: June 17, 1889.

The Washington Electric Street Railway Company was chartered June 17, 1889. The construction of its railway was commenced in November, 1890, and finished in the summer of 1891. The road continued in operation until June 18, 1894, when there was a reorganization of the company under the same name.

In the summer of 1895 the road was reconstructed and extended. On the 16th day of December, 1895, the Washington and Tylerdale Street Railway Company was merged with the Washington Electric Street Railway Company, and under the name of the Washington Electric Street Railway Company the said consolidated roads are now operated.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$91,211 56	Capital stock,	$125,000 00
Cost of equipment,	37,121 55	Current liabilities as follows, viz:	
Current assets as follows, viz:			
Cash on hand,	2,073 89	Accounts payable,	1,582 76
Open accounts,	3,922 55	Profit and loss,	7,746 69
Total,	$134,329 85	Total,	$134,329 85

Digitized by Google

WAVERLY, SAYRE AND ATHENS TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. N. Brodhead, President,	Jamestown, N. Y.
A. C. Wade, Secretary,	Jamestown, N. Y.
F. K. Harris, Treasurer,	Athens, Pa.
W. E. Case, Superintendent,	Waverly, N. Y.

DIRECTORS.

Name.	Residence.
A. N. Brodhead,	Jamestown, N. Y.
A. C. Wade,	Jamestown, N. Y.
S. B. Brodhead,	Jamestown, N. Y.
F. M. Stephens,	Sayre, Pa.
M. Quigley,	Waverly, N. Y.
W. L. Watrous,	Waverly, N. Y.
F. K. Harris,	Athens, Pa.
A. C. Robertson,	Athens, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 23, 1893.

Road completed and operated June 30, 1896.

This company was formed by a consolidation of the Waverly, Sayre and Athens Electric Traction Company with the Susquehanna Valley Electric Traction Company in December, 1894, and is operated by the Waverly, Sayre and Athens Traction Company.

DETAILS OF ROADS OWNED AND LEASED.

Name of Road or Branch.	From—	To—	Owned.	No. of miles.
The Waverly, Sayre and Athens Traction Co.	Athens, Pa.,	State Line in Waverly,	Owned,	6

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$115,957 30	Capital stock,	$200,000 00
Cost of equipment,	56,620 32	Funded debt,	150,000 00
Current assets as follows, viz:		Profit and loss,	1,959 91
Cash on hand,	1,959 91		
*Open accounts,	177,422 38		
Total,	$351,959 91	Total,	$351,959 91

*Of this amount $172,577.62 is due for capital stock not assessed.

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
William M. Hayes, President,	West Chester, Pa.
W. S. Harris, Secretary,	West Chester, Pa.
F. W. Wallerton, Treasurer,	West Chester, Pa.
J. W. Andrews, General Manager,	West Chester, Pa.

DIRECTORS.

Name.	Residence.
William M. Hayes,	West Chester, Pa.
J. Carroll Hayes,	West Chester, Pa.
R. T. Cornwall,	West Chester, Pa.
M. H. Matlack,	West Chester, Pa.
A. G. McCausland,	Wilmington, Del.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: August 4, 1890.

The charter authorizes the building of a street railway in the borough of West Chester, Pa. The company was organized with a capital stock of $20,000. Said capital stock was afterwards increased to $50,000, there being 1,200 shares of $50 each.

The stock has all been subscribed for and fully paid. Authority was duly obtained to construct an extension or branch from the borough of West Chester to Lenape station, on the Wilmington and Northern railroad, a distance of about four miles.

The part of the road which is located in the borough of West Chester was commenced in November, 1890, and the cars commenced running on it September 23, 1891. The part of the road which runs from West Chester to Lenape was built during the months of June, July, August, September, October and November, 1891, and the cars commenced running on this branch November 10, 1891.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$92,382 37	Capital stock,	$50,000 00
Cost of equipment,	28,690 44	Funded debt,	34,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	640 42	Interest on funded debt due and accrued,	433 37
Bills receivable,	917 93	Loans,	15,000 00
		Accounts payable,	2,058 94
		Profit and loss,	11,128 85
Total,	$122,621 16	Total,	$122,621 16

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Peter A. B. Widener, President,	Philadelphia, Pa.
D. W. Dickson, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Residence.
Peter A. B. Widener,	Philadelphia, Pa.
William L. Elkins,	Philadelphia, Pa.
Joseph E. Gillingham,	Philadelphia, Pa.
George D. Widener,	Philadelphia, Pa.
James McManes,	Philadelphia, Pa.
Thomas Dolan,	Philadelphia, Pa.
Joseph B. Altemus,	Philadelphia, Pa.
Thomas J. Yarrow,	Philadelphia, Pa.
George W. Elkins,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 14, 1857.

January 1, 1881, leased to Philadelphia City Passenger Railway Company for a term of 999 years at an annual rental as follows: Years 1881, 1885, 1886 and 1887, $130,000; years 1888 and 1889, $140,000; year 1890 and thereafter, $150,000, and the further sum of $2,500 per annum. Lessee to pay all taxes, interest, etc., as same shall become due and assume all obligations of Philadelphia City Passenger Railway Company under its lease of Philadelphia and Darby Railroad Company.

April 30, 1884, leased to Philadelphia Traction Company for a term of 999 years, to take effect as of January 1, 1881, lessee to pay on the 1st days of July and January of each year $75,500. Lessees to pay all interest, taxes, etc., as same shall become due, and assume all liabilities of West Philadelphia Passenger Railway Company under its lease of Philadelphia City Passenger Railway Company.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$4,267,294 95	Capital stock,	$750,000 00
Current assets as follows, viz:		Funded debt,	996,000 00
Open accounts,	8,610 00	Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	2,434,535 57
		Open accounts,	8,610 00
		Profit and loss,	86,759 38
Total,	$4,275,904 95	Total,	$4,275,904 95

WEST PITTSTON AND WYOMING VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary and Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: January 19, 1891.

Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company for 999 years.

Date of lease, March 5, 1891.

Began operating August 22, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$1,000 00	Capital stock,	$1,000 00
Total,	$1,000 00	Total,	$1,000 00

Digitized by Google

WHITE ELECTRIC TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. T. Hamilton, President,	Pittsburgh, Pa.
Wm. B. Armstrong, Secretary,	Pittsburgh, Pa.
Wm. B. Armstrong, Treasurer,	Pittsburgh, Pa.
M. E. McCaskey, Superintendent,	McKeesport, Pa.

DIRECTORS.

Name.	Residence.
G. T. Hamilton,	Pittsburgh, Pa.
Wm. B. Armstrong,	Pittsburgh, Pa.
T. W. Dierker,	Pittsburgh, Pa.
W. T. Ford,	Pittsburgh, Pa.
H. J. Stern,	Pittsburgh, Pa.
J. H. Callahan,	Pittsburgh, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: November 26, 1890.

The original minute book and other books and papers of this company have been lost and after diligent search and inquiry cannot be found, so that it is impossible to give a full history of the organization, etc.

GENERAL BALANCE SHEET.

The White Electric Traction Company's road was controlled by and operated in connection with the McKeesport, Duquesne and Wilmerding Railway Company, under the same management, and no separate books kept of the affairs of this company, so that no balance sheet can be made.

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
John Laning,	Wilkes-Barre, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: December 10, 1858. Supplement May 1, 1861.

Leased and operated by the Wilkes-Barre and Wyoming Valley Traction Company, March 4, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$192,000 00	Capital stock,	$100,000 00
		Funded debt,	92,000 00
Total,	$192,000 00	Total,	$192,000 00

WILKES-BARRE AND EAST SIDE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
C. E. Stegmaier,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.
C. H. Laycock,	Kingston, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.

Digitized by Google

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 9, 1893.
Leased and operated by the Wilkes-Barre and Wyoming Valley Traction Company.
Date of lease, March 15, 1895.
Began to operate September 2, 1895.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$300,000 00	Capital stock,	$150,000 00
		Funded debt,	150,000 00
Total,	$300,000 00	Total,	$300,000 00

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	Wilkes-Barre, Pa.
C. J. Swan, Treasurer,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
J. W. Hollenback,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
C. A. Miner,	Wilkes-Barre, Pa.
H. S. Biddle,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, July 1, 1887.
Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company.
Lease dated July 21, 1892.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$140,000 00	Capital stock,	$100,000 00
		Funded debt,	40,000 00
Total,	$140,000 00	Total,	$140,000 00

Digitized by Google

WILKES-BARRE AND WEST SIDE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Graham, President,	Wilkes-Barre, Pa.
P. Butler, Secretary,	Dorranceton, Pa.
P. Butler, Treasurer,	Dorranceton, Pa.

DIRECTORS.

Name.	Residence.
John Graham,	Wilkes-Barre, Pa.
H. G. Eno,	Wilkes-Barre, Pa.
S. Vang,	Dorranceton, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: May 26, 1887.

Leased to and operated by the Wilkes-Barre and Wyoming Valley Traction Company on May 1, 1892, for 999 years.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road and equipment,	$135,000 00	Capital stock,	$100,000 00
		Funded debt,	35,000 00
Total,	$135,000 00	Total,	$135,000 00

Digitized by Google

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
B. F. Meyers, President,	Harrisburg, Pa.
H. G. Eno, Secretary,	Wilkes-Barre, Pa.
John Graham, Treasurer,	Wilkes-Barre, Pa.
John Graham, General Manager,	Wilkes-Barre, Pa.
J. C. Mixwell, Superintendent,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Residence.
B. F. Meyers,	Harrisburg, Pa.
J. J. Patterson,	Lancaster, Pa.
J. W. Hollenbach,	Wilkes-Barre, Pa.
John Graham,	Wilkes-Barre, Pa.
W. G. Eno,	Wilkes-Barre, Pa.
P. Russ,	Harrisburg, Pa.
Benjamin Reynolds,	Wilkes-Barre, Pa.
S. P. Light,	Lebanon, Pa.
Robt. McMeen,	Mifflintown, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: February 9, 1891.

The company began to operate the road May 1, 1892.

Organized February 7, 1891; capital stock, $10,000.

February 21, 1891, capital stock increased from $10,000 to $3,000,000, and bonds issued to the amount of $1,500,000. For the purpose of leasing the several railways in and about the city and purchasing the stock thereof and taking measures to construct and equip the same, August 13, 1891, capital stock increased from $3,000,000 to $5,000,000, for real and personal estate and other property purchased by the corporation necessary for the purpose of its organization and business.

March 20, 1895. Increase of bonded indebtedness from $1,500,000 to $1,825,000 for the purpose of constructing, extension, and equipment and improvement of leased lines and toward payment of floating debt.

Leased the Wilkes-Barre and West Side Railway Company, May 1, 1892 for 999 years, with guarantee to pay 6 per cent. on capital stock of $100,000, payable semi-annually.

Leased the Wilkes-Barre and Suburban Street Railway Company July 21, 1892, for 999 years, with guarantee to pay 6 per cent. interest on capital stock of $100,000.

Leased the Coalville Passenger Railroad Company May 1, 1892, for 999 years, with guarantee to pay 6 per cent. on capital stock, $63,000.

Leased the Wilkes-Barre and Kingston Passenger Railway Company May 1, 1892, for 999 years, with guarantee to pay 6 per cent. on the capital stock of $100,000.

Leased the Wilkes-Barre and East Side Railway Company March 9, 1895, for 999 years. Rental $1.00 per year.

Leased the Nanticoke Street Railway March 13, 1891, for 99 years. Rental $1.00 per year.

Leased the Plymouth Street Railway March 5, 1891, for 99 years. Rental $1.00 per year.

Leased the West Pittston and Wyoming Street Railway March 5, 1891, for 99 years.

Leased the Pittston, Moosic and Pleasant Valley Street Railway Company March 5, 1891, for 999 years.

Leased the Pittston Street Car Company April 18, 1894, for 999 years.

The lessee to assume and discharge all contract obligations of the lessor, and to assume and pay all debts of lessor in excess of the money in the treasury, and to pay the interest of lessor's bonds and the principal thereof as the same matures.

Digitized by Google

DETAILS OF ROADS OWNED AND LEASED.

Name of Branch or Road.	From—	To—	Leased.	No. of miles.
Nanticoke Street Railway...	Wilkes-Barre, ...	Nanticoke, ...	Leased...	9.66
West Pittston and Wyoming Street Railway.	Wyoming, ...	West Pittston, ...	Leased...	2.25
Plymouth Street Railway...	Wilkes-Barre, ...	Plymouth, ...	Leased...	5.86
Pittston, Moosic and Pleasant Valley Street Railway Company.	Pittston, ...	Duryea, ...	Leased...	1.85
Wilkes-Barre and Kingston Passenger Railway Co.	Wilkes-Barre, ...	Kingston, ...	Leased...	6.61
Coalville Passenger Railroad Company.	Wilkes-Barre, ...	Sugar Notch, ...	Leased...	5.67
Wilkes-Barre and West Side Railway Company.	Wilkes-Barre, ...	Wyoming and Luzerne...	Leased...	3.63
Wilkes-Barre and Suburban Street Railway Company.	Wilkes-Barre, ...	Plains, Parsons and Scott street.	Leased...	9.99
Pittston Street Car Co.....	Wilkes-Barre, ...	Pittston, ...	Leased...	8.82
The Wilkes-Barre and East Side Railway Company.	Wilkes-Barre, ...	East City line, ...	Leased...	2.65
Lackawanna, Old Forge Railway Company.*	.....	Scranton, ...	Leased...	.06
Total, ...	.....	.....	Leased...	63.29

*Controlled but not yet built or leased.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road, ...	$6,895,992 53	Capital stock, ...	$5,000,000 00
Current assets, as follows, viz:		Funded debt, ...	1,825,000 00
Cash on hand, ...	22,627 37	Current liabilities, as follows, viz:	
Material and supplies on hand,	291,957 51	Dividends unpaid, ...	1,573 00
Additions and betterments on leased lines, ...	7,202 76	Accounts payable, ...	25,814 57
Sinking fund, ...	6,000 00	Pay rolls, ...	7,317 90
		Open accounts, ...	273,784 70
Total, ...	$7,133,790 17	Total, ...	$7,133,790 17

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address
H. C. Parsons, President, ...	Williamsport, Pa.
J. F. Starr, Secretary, ...	Williamsport, Pa.
J. F. Starr, Treasurer, ...	Williamsport, Pa.
Ernest H. Davis, General Manager, ...	Williamsport, Pa.

Digitized by Google

DIRECTORS.

Name.	Residence.
Ernest H. Davis,	Williamsport, Pa.
Henry W. White,	Williamsport, Pa.
C. Larue Munson, Esq.,	Williamsport, Pa.
William Emery,	Williamsport, Pa.
J. R. T. Davis,	Philadelphia, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: April 15, 1863.

The Williamsport Passenger Railway Company was incorporated under special act of Assembly, approved 15 April, 1863 (P. L. 1864, page 1060, etc.) The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from P. & E. railroad, crossing on West Fourth street, eastwardly along said West Fourth street to Pine street, thence southwardly on Pine to West Third street, thence easterly on Third street to a point near the intersection of the P. & E. railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road and renewed the track with 38 pound, centre bearing steel rails, and paving with stone the entire length of the road between the rails. In February, 1887, the company resolved to extend its tracks on West Third street, westerly from Pine to Grier street, and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbell streets. Materials were placed on the ground for these extensions, but, before the tracks were laid, the city of Williamsport intervened by injunction, restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the Supreme Court of the State affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport, without municipal interference. (See case Williamsport Passenger Railway Company's appeal, 120 Penn'a State report, page 1, etc). The company proceeded after this decision in its favor to lay its tracks on the streets above designated, and also on West Fourth street from the P. & E. railroad crossing westerly to Lycoming creek. The rails used were 42 pound, steel centre bearing rail, and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report.

October 1, 1890, the stock of the company changed hands and came under new management and steps were taken to improve the entire road. During the summer of 1891 the old track was taken up and relaid with 60 pound Wharton, side bearing, wide tread steel rail and repaved between rails with stone, viz: from East Third street at Philadelphia and Erie railroad crossing west to Basin street, single track; from Basin on Third street west to Pine street, double track; from Third and Pine street, on Pine street to Fourth street, single track; from Pine on Fourth west to Park street, double track; from Park, west to the car house on Philadelphia and Erie railroad crossing, single track. The trolley electric system was adopted as the motive power. Cars electrically equipped were put on the road and the entire service has been electrical since September, 1891. During the year 1893 the road was extended into the old town of Newberry, or the Seventh ward of the city of Williamsport.

DETAILS OF ROADS OWNED AND LEASED.

Name of Branch or Road.	From—	To—	Owned.	No. of miles.
Williamsport Passenger Railway Company.	Newberry, Seventh ward,	East End, Third street,	Owned...	7.75

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$457,736 86	Capital stock,	$335,550 00
Cost of equipment,	71,580 15	Funded debt,	162,000 00
Current assets, as follows, viz:		Current liabilities, as follows, viz:	
Cash on hand,	1,993 94		
Open accounts,	27,393 18	Loans,	12,986 86
		Accounts payable,	17,982 57
		Profit and loss,	36,184 70
Total,	$558,704 13	Total,	$558,704 13

WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Peter P. Leibert, President,	Manayunk, Philadelphia.
John Flanagan, Secretary,	Manayunk, Philadelphia.
John Flanagan, Treasurer,	Manayunk, Philadelphia.
Lewis Mountney, Superintendent,	Wissahickon, Philadelphia.

DIRECTORS.

Name.	Residence.
Peter P. Leibert,	205 Mulberry street, Manayunk, Philadelphia.
Wm. A. Flanagan,	Manayunk avenue, Manayunk, Philadelphia.
Wm. Johnston,	Sumac street, Wissahickon, Philadelphia.
Jas. Christie,	Rochelle avenue, Wissahickon, Philadelphia.
John Kenworthy,	Ridge avenue, Roxborough, Philadelphia.
Ben. Kenworthy,	Green Lane and M'y'k av., Philadelphia.
L. M. Jones,	Lyceum ave., and Pechin sts., Philadelphia.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter: October 8, 1890.

The capital stock was one thousand (1,000) shares of fifty ($50) dollars each, subsequently increased to five thousand (5,000) shares of fifty ($50) dollars each.

The company was organized to form a rail connection between Wissahickon and Roxborough, and between Manayunk and Roxborough; the main thoroughfares being via Manayunk avenue from Wissahickon to Roxborough and Leverington avenue, Wood and Levering street from Roxborough to Manayunk. Authority was granted by the city councils of Philadelphia, March 30, 1893. On September 20, 1893, the road was completed between Wissahickon and Roxborough, and cars started to run between these points.

On May 22, 1894, that portion of the road leading to Pennsylvania Railroad station was so far completed as to permit the running of the cars.

On August 3, 1894, the line leading to the Philadelphia and Reading Railroad station, Manayunk, via Wood and Levering streets, was constructed and cars started to run.

Digitized by Google

Route of Road—Streets Occupied and Connections.

Sumac street and Philadelphia and Reading Railroad, Wissahickon east to Manayunk avenue, thence to Lycenum avenue, thence to Mitchell street, thence to Leverington avenue, thence to Ridge avenue, thence west on Leverington avenue to Wood street, thence to Levering street, thence to Cresson street, to Philadelphia and Reading Railroad Station, from Junction of Wood and Leverington avenue, west on Leverington avenue to Chestnut street, thence to Centre street, Pennsylvania Railroad Station, Manayunk.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$108,795 97	Capital stock,	$250,000 00
Cost of equipment,	38,974 48	Current liabilities, as follows, viz:	
Current assets, as follows, viz:			
Cash on hand,	1,063 88	Loans,	24,000 00
Bills receivable,	3,088 53	Accounts payable,	248 34
Due by stockholders,	78,452 27	Mortgage,	1,650 00
Material and supplies on hand,	116 44	Profit and loss,	6,843 23
Stock in treasury, 1,045 shares,	52,250 00		
Total,	$282,741 57	Total,	$282,741 57

YORK STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. H. Lanius, President,	York, Pa.
George A. Schmidt, Secretary,	York, Pa.
Chas. H. Mayer, Treasurer,	York, Pa.
J. H. Melling, Superintendent,	York, Pa.

DIRECTORS.

Name.	Residence.
D. K. Trimmer,	York, Pa.
Grier Hersh,	York, Pa.
George P. Smyser,	York, Pa.
John Fahs,	York, Pa.
L. A. Marshall,	York, Pa.
Silas H. Forey,	York, Pa.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES OPERATED, AND STATUTES AUTHORIZING THE SAME.

Date of charter, February 8, 1886.

During the summer of 1886 one and one-half miles of road was constructed in the Western part of the city of York and put in operation September 30th of that year. In 1887 one mile of track was constructed in the western part of the city making a loop of the ends constructed in 1886. There was also a half mile constructed in the eastern part of the city and operated August 11, 1887. In 1888 one mile of track was constructed in the southern part of the city and operated July 4 of said year. In 1890 one mile of track was constructed from Market street

Digitized by Google

over Rockland avenue to Highland Park. In the fall of 1890 about one-half mile of track was constructed on North George street from Centre square to the city limits on the North, and on North street from N. George to Duke street, in order to reach the passenger station of the Pennsylvania and Northern Central railroad, and operated October 20, 1890. In 1892 an extension of one-half mile was made eastward on Market street through Freystown. In 1892 the motive power was changed from horse to electric and new and heavier 70 pound rail was laid on the principal streets. In 1894 about three-fourths of a mile of track was constructed on the York and Liverpool Turnpike from city limits on North George street to Mayersville. In 1894 about a mile of track was laid, starting at Market street, thence south on Queen street to Cottage Place, west on Cottage Place to George street, forming a connection with the South George street line. Tracks were also laid in 1894 on West Princess street from George street to Richland avenue, a distance of about a mile and a quarter. In 1895 the West Princess street tracks were extended on Princess street about seven-eighth of a mile to Highland Park, through same to the terminus of the old park line, Codorus Creek, forming a loop.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cost of road,	$170,213 51	Capital stock,	$165,800 00
Cost of equipment,	89,488 42	Funded debt,	120,000 00
Other permanent investments, as follows, viz:		Current liabilities, as follows, viz:	
Real estate,	30,027 01	Loans,	5,000 00
Current assets, as follows, viz:		Accounts payable,	117 34
Cash on hand,	3,688 43	Profit and loss,	4,415 40
Material and supplies on hand,	1,915 97		
Total,	$295,231 34	Total,	$295,231 34

Digitized by Google

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

41-9-96

Digitized by Google

Digitized by Google

DELAWARE DIVISION CANAL COMPANY.

OFFICERS.

Names.	Residence.
Lewis A. Riley, President,	Philadelphia, Pa.
C. A. Ross, Secretary,	Philadelphia, Pa.
C. A. Ross, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Names.	Residence.
Lewis A. Riley,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
E. Roberts, Jr.,	Philadelphia, Pa.
T. McKean,	Philadelphia, Pa.
S. Shepherd,	Philadelphia, Pa.
C. F. Howell,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
E. Hill,	Philadelphia, Pa.

Note.—The Delaware Division Canal is leased to the Lehigh Coal and Navigation Company for 99 years from April 1, 1866, at a stipulated rental per annum (as per item herewith). All returns not answered in this report are included in the report of the Lehigh Coal and Navigation Company.

The rental received from the Lehigh Coal and Navigation Company, lessee, for the year ending June 30, 1896, was $33,416, being

Interest on bonds,	$28,800
Dividends on stock,	4,316
For organization expenses,	300
Total,	$33,416

In addition to this the lessee is required by the lease to pay for and does pay taxes and maintenance of canal, but these two latter items do not appear upon the books of this company.

Date of annual meeting for election of directors: First Monday in February.

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

Names.	Residence.
Robert M. Olyphant, President,	New York, N. Y.
James Roosevelt, Vice President,	Hyde Park, N. Y.
Horace G. Young, Second Vice President,	Albany, N. Y.
F. M. Olyphant, Secretary,	New York, N. Y.
C. A. Walker, Treasurer,	New York, N. Y.
L. O. Rove, Superintendent,	Honesdale, Pa.

Digitized by Google

DIRECTORS.

Names.	Residence
James Roosevelt,	Hyde Park, N. Y.
Robert M. Olyphant,	New York, N. Y.
William H. Tillinghast	New York, N. Y.
Alfred Van Santwood,	New York, N. Y.
James A. Roosevelt,	New York, N. Y.
Alex. E. Orr,	Brooklyn, N. Y.
Cornelius Vanderbilt,	New York, N. Y.
Chauncey M. Depew,	New York, N. Y.
James M. Alexander	New York, N. Y.
James R. Taylor,	Brooklyn, N. Y.
Benjamin Brewster,	New York, N. Y.
Horace G. Young,	Albany, N. Y.
John Jacob Astor,	New York, N. Y.

Date of annual meeting for election of directors: Second Tuesday in May.

RECEIPTS.

From tolls on coal,	$30 79
Lumber,	853 12
Iron,	20 19
Miscellaneous freight,	41,158 95
Boat toll,	1,399 86
Other sources, rents, etc.,	1,220 50
Total,	$44,683 41

SUMMARY OF EXPENSES.

Repairs,	$103,187 42
Repairs extraordinary,	15,472 27
Operating expenses, salaries, etc.,	66,522 26
Damages,	1,296 65
Legal expenses,	340 00
Taxes,	43,742 03
Total,	$230,560 63

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

Names.	Residence.
Lewis A. Riley, President,	Philadelphia, Pa.
S. Shepherd, Secretary,	Philadelphia, Pa.
S. Shepherd, Treasurer,	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Names.	Residence.
Joseph S. Harris,	Philadelphia, Pa.
E. W. Clark,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
Samuel Dickson,	Philadelphia, Pa.
Thomas McKean,	Philadelphia, Pa.
Charlemange Tower, Jr.,	Philadelphia, Pa.
Edward J. Buckley,	Philadelphia, Pa.
J. Bayard Henry,	Philadelphia, Pa.
Charles Parrish,	Wilkes-Barre, Pa.
Abram S. Hewitt,	New York, N. Y.

Date of annual meeting for election of directors: Fourth Tuesday in February.

RECEIPTS.

From tolls on coal,	$78,612 99
Miscellaneous freight,	8,649 89
Other sources, rents, etc.,	1,640,063 54
Total,	$1,727,326 42

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$128,301 52
For dividends,	573,866 00
For interest,	862,980 84
State taxes,	148,185 12
For other payments,	208,853 58
Total,	$1,932,187 06
Total amount of deficit,	$204,860 64

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

Names.	Residence.
M. K. Moorehead, President,	Pittsburgh, Pa.
William Bakewell, Secretary,	Carnegie Building, Pittsburgh, Pa.
William Bakewell, Treasurer,	Carnegie Building, Pittsburgh, Pa.
W. P. Wood, Cargo Inspector,	Pittsburgh, Pa.

DIRECTORS.

Names.	Residence.
Joseph Albree,	Allegheny, Pa.
Alex. Bradley,	Pittsburgh, Pa.
Felix R. Brunot,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.
James J. Darnell,	Pittsburgh, Pa.
George B. Logan,	Allegheny, Pa.
James B. Murdock, M. D.,	Pittsburgh, Pa.
A. E. W. Painter,	Allegheny, Pa.
John H. Ricketson,	Allegheny, Pa.
George Shiras, 3d,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Tuesday of January each year.

Digitized by Google

RECEIPTS.

From tolls on coal, coke and slack,	$218,031 17
Passenger,	5,962 15
Miscellaneous freight,	84,695 36
Other sources,	550 00
Total,	$309,238 68

SUMMARY OF EXPENSES.

Maintaining the improvement of real estate of the corporation and operating the improvement,	$76,528 72
For dividends,	134,551 00
For interest,	11,900 00
State taxes,	14,325 60
United States taxes,	4,283 94
For other payments,	9,600 00
Total amount of contingent fund,	12,600 00
Total,	$253,589 26

Payments:	
September, 1895,	$911 22
November, 1895,	4,406 99
December, 1895,	1,120 21
January, 1896,	492 35
February, 1896,	183 54
March, 1896,	95 12
	$7,209 53
On account of construction of:	
Cribs,	$165 40
Houses,	1,122 33
Locks,	5,581 26
Buildings,	183 54
Superintendence and engineering,	156 00
	$7,209 53

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

Names.	Residence.
I. J. Wistar, President,	Philadelphia, Pa.
George H. Ross, Secretary,	Philadelphia, Pa.
A. Haviland, Treasurer,	Philadelphia, Pa.
T. T. Wierman, Jr., Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.

Digitized by Google

DIRECTORS.

Names.	Residence.
I. J. Wistar,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
William H. Barnes,	Philadelphia, Pa.
Simon Gratz,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Samuel Rea,	Philadelphia, Pa.
Amos R. Little,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Tuesday in February.

RECEIPTS.

From tolls on coal,	$41,503 41
Lumber and logs,	909 70
Iron and iron ore,	98 65
Miscellaneous freight,	5,600 65
Lockages,	37 00
Boat toll,	521 42
Other sources, rents, etc.,	9,748 64
Total,	$58,412 47

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$68,515 25
State taxes,	2 25
Total,	$68,517 50
Total amount of excess of expenses,	$10,105 03

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

Names.	Residence.
S. P. Wolverton, President,	Philadelphia, Pa.
W. G. Brown, Secretary,	Philadelphia, Pa.
Richard Tull, Treasurer,	Philadelphia, Pa.

DIRECTORS.

Names.	Residence.
James M. Landis,	Philadelphia, Pa.
Roswell Weston,	Philadelphia, Pa.
William J. Hurst,	Philadelphia, Pa.
John R. McLennon,	Philadelphia, Pa.
C. K. Klink,	Philadelphia, Pa.
R. M. Obertcuffer,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Tuesday in February.

Digitized by Google

SCHUYLKILL NAVIGATION COMPANY, THE PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

Names.	Residence.
Joseph S. Harris, President,	Philadelphia, Pa.
M. R. Taylor, Secretary,	Philadelphia, Pa.
W. A. Church, Treasurer,	Philadelphia, Pa.
E. F. Smith, Superintendent,	Philadelphia, Pa.

RECEIPTS.

From tolls on coal,	$21,251 [illegible]
Miscellaneous freight,	17,981 [illegible]
Total,	$39,233 [illegible]

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$38,865 [illegible]
Total,	$38,865 [illegible]

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

Names.	Residence.
S. P. Wolverton, President,	Sunbury, Pa.
W. R. Taylor, Secretary,	Philadelphia, Pa.
W. A. Church, Treasurer,	Philadelphia, Pa.
E. F. Smith, Manager and Superintendent,	Philadelphia, Pa.

Digitized by Google

DIRECTORS.

Names.	Residence.
Samuel K. Smith,	Baltimore, Md.
Francis T. Homer,	Baltimore, Md.
George R. Willis,	Baltimore, Md.
E. J. D. Cross,	Baltimore, Md.
Thomas Conlyn,	Baltimore, Md.
George Bond,	Baltimore, Md.
W. G. Brown,	Philadelphia, Pa.
James M. Landis,	Philadelphia, Pa.
Charles Heebner,	Philadelphia, Pa.
W. W. Lynn,	Philadelphia, Pa.
R. G. Feltus,	Philadelphia, Pa.
E. F. Smith,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Monday in May.

RECEIPTS.

From tolls on coal,	$543 97
Miscellaneous freight,	2,412 57
Total,	$2,956 54

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$3,625 96
Total amount of deficit,	$669 42

Digitized by Google

Digitized by Google

REPORT OF
Telephone and Telegraph Companies.

Digitized by Google

Digitized by Google

AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
A. B. Chandler, President,	New York.
Theodore M. Etting, Vice President,	Philadelphia, Pa.
M. Richards Muckle, Secretary,	Philadelphia, Pa.
M. Richards Muckle, Treasurer,	Philadelphia, Pa.
George J. Jewell, General Manager,	Philadelphia, Pa.

DIRECTORS.

Names.	Residences.
A. B. Chandler,	New York.
W. H. Baker,	New York.
E. C. Platt,	New York.
Theodore M. Etting,	Philadelphia, Pa.
M. Richard Muckle,	Philadelphia, Pa.
Edward J. Mathews,	Philadelphia, Pa.
Charles E. Warburton,	Philadelphia, Pa.
C. C. Adams,	Philadelphia, Pa.
Barclay H. Warburton,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Monday in May in each year.

GENERAL INFORMATION.

By whom operated: Stockholders.

With what other companies consolidated: None.

The general offices of the company are located at 1031 Chestnut street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: February 10, 1870.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
License and patent rights account,	$316,612 00	Capital stock,	$400,000 00
Watch clock patent right account,	1,751 25	Balance due to corporations and individuals,	8,623 81
Charter and incorporating account,	250 00	Loss and gain,	31,872 47
General construction,	53,490 72		
Equipment,	15,547 75		
Supplies,	2,974 14		
Accounts receivable,	20,616 68		
Cash,	3,709 83		
Real estate,	11,568 91		
Investment,	9,325 00		
Trustee stock "A. D. H. Co." donated,	4,650 00		
Total,	$440,496 28	Total,	$440,496 28

Digitized by Google

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

Names.	Residences.
Edward J. Hall, President,	Morris township, N. J.
Melville Egleston, Secretary,	Elizabethville, N. J.
Samuel B. Huey, Treasurer,	Philadelphia, Pa.
F. W. Griffin, Superintendent,	Philadelphia, Pa.

DIRECTORS.

Names.	Residences.
Edward J. Hall,	Morris township, N. J.
Samuel B. Huey,	Philadelphia, Pa.
Josiah R. Adams,	Philadelphia, Pa.
Melville Egleston,	Elizabethville, N. J.
F. W. Griffin,	Philadelphia, Pa.

Date of annual meeting for the election of directors: First Friday of February.

GENERAL INFORMATION.

By whom operated: American Telephone and Telegraph Company.

The general offices of the company are located at No. 114 South Fourth street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected president, S. B. Huey, Secretary, and J. E. Kingsley, Treasurer.

It has constructed the following lines, viz: One from Philadelphia to West Nottingham (State Line); one from Newtown Square to Reading; one from Monterey to Choconut; one from Paxton to Temple; one from Temple to Harrisburg; one from North East to Erie; one from Erie to New Castle; one from Altoona to Hazleton; one from Pittsburgh to Donegal; one from Harrisburg to Pittsburgh; one from Pittsburgh to Mahoning; one from Erie to Springfield; one from State Line south of Elmira, N. Y., to Williamsport; one from Williamsport to Harrisburg; one from Harrisburg through York to State Line; one from Newtown Square to Delaware river opposite Trenton, N. J.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction,	$2,060,140 29	Capital stock,	$250,000 00
Equipment,	40,474 11	Unfunded debt,	1,886,779 36
Real estate,	14,026 86		
Organization expenses, etc.,	2,138 10		
Total,	2,136,779 36	Total,	$2,136,779 36

Digitized by Google

ARMSTRONG TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
T. M. Elder, President,	Dayton, Pa.
A. Good, Vice President,	Dayton, Pa.
B. S. Pontius, Secretary,	Dayton, Pa.
S. W. Marshall, Treasurer,	Dayton, Pa.

DIRECTORS

Names.	Residences.
G. S. Morrow,	Dayton, Pa.
C. W. Ellenberger,	Dayton, Pa.
A. K. Goodhart,	Dayton, Pa.
M. L. McIntire,	Dayton, Pa.
Wm. Gallagher,	Bryan, Pa.

Date of annual meeting for the election of directors: Second Monday of January.

GENERAL INFORMATION.

By whom operated: Armstrong Telephone Company.

The general offices of the company are located at Dayton, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The history of the Armstrong Telephone Company having been fully given in former reports, now on file, we do not suppose a constant repetition is desired, and, hence, we now refer but to some changes made during the current year.

During the year the line was extended from Dayton to Smicksburg, about four miles, with privilege to transmit over the lines of the company operating in Indiana county.

Greendale, on the line from Dayton to Kittanning, was made a station, and a phone established at that point. Otherwise we know of no changes requiring official notice.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
Thos. T. Eckert, President,	New York, N. Y.
John Van Horne, Vice President,	New York, N. Y.
R. H. Rochester, Secretary,	New York, N. Y.
R. H. Rochester, Treasurer,	New York, N. Y.

Digitized by Google

DIRECTORS.

Names.	Residences.
Thomas T. Eckert,	New York, N. Y.
Chas. A. Tinker,	New York, N. Y.
I. B. Van Every,	New York, N. Y.
R. H. Rochester,	New York, N. Y.
John Van Horne,	New York, N. Y.
James Merrihew,	New York, N. Y.
Wm. B. Gill,	Philadelphia, Pa.
Geo. Merrihew,	Philadelphia, Pa.
Thomas F. Clark,	New York, N. Y.

Date of annual meeting for the election of directors: Third Thursday in July.

GENERAL INFORMATION.

By whom operated: Western Union Telegraph Company lessee.

With what other companies consolidated: Pennsylvania Telegraph Company

Date of consolidation: July, 1862.

The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly, from Philadelphia to Pittsburgh

The company was organized in Philadelphia on July 3d, and 4th, 1846, and was incorporated under the laws of the State of Pennsylvania, on March 24, 1849.

All its property was leased to the Western Union Telegraph Company, April 15, 1864, for a term of ten years, and thereafter until six months' notice shall be given by either party.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

Names.	Residences.
A. Louden Snowden, President,	Philadelphia, Pa.
W. T. Westbrook, Secretary,	Philadelphia, Pa.
W. T. Westbrook, Treasurer,	Philadelphia, Pa.
Chas. Selden, General Manager,	Baltimore, Md.

DIRECTORS.

Names.	Residences.
A. Louden Snowden,	Philadelphia, Pa.
W. T. Westbrook,	Philadelphia, Pa.
L. S. Filbert,	Philadelphia, Pa.
Charles A. Porter,	Philadelphia, Pa.
John K. Cowen,	Baltimore, Md.

Date of annual meeting for the election of directors: Second Wednesday in May.

Digitized by Google

GENERAL INFORMATION.

Name of line: Baltimore and Ohio Telegraph Company of Pennsylvania.

By whom operated: Baltimore and Ohio Telegraph Company of Pennsylvania.

The general offices of the company are located at Cor. Third and Chestnut streets, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION

The present officers of the company do not know the date of the original charter of the company or any thing of its early history, or of the construction of its lines.

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

Names.	Residences.
John E. Hudson, President,	Boston, Mass.
Jas. E. Mitchell, Vice President,	Philadelphia, Pa.
Samuel B. Huey, Secretary,	Philadelphia, Pa.
A. A. Seigler, Treasurer,	Philadelphia, Pa.
Samuel M. Plush, General Manager,	Philadelphia, Pa.

DIRECTORS

Names.	Residences.
James E. Mitchell,	Philadelphia, Pa.
Thomas C. Carnish,	Philadelphia, Pa.
Thomas Sherwin,	Boston, Mass.
C. J. French,	Boston, Mass.
Edward J. Hall,	New York, N. Y
Joel J. Baily,	Philadelphia, Pa.
Thos. T. Eckert,	New York, N. Y
J. E. Gillingham,	Philadelphia, Pa.
F. B. Reeves,	Philadelphia, Pa.
H. S. Huidekoper,	Philadelphia, Pa.
J. King Goodrich,	Pittsburgh, Pa.

Date of annual meeting for the election of directors: Third Tuesday in February.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction,	$1,228,860 61	Capital stock,	$986,722 00
Real estate,	239,176 09	Reserve,	4,962 91
Material,	84,955 02	Debt,	236,523 53
Accounts receivable,	53,534 68	Surplus,	416,856 02
Cash,	38,538 05		
Total,	$1,645,064 45	Total,	$1,645,064 45

42--9--96

Digitized by Google

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
D. Leet Wilson, President,	Pittsburgh, Pa.
J. King Goodrich, Vice President,	Pittsburgh, Pa.
John G. Stokes, Secretary,	Pittsburgh, Pa.
E. E. Hamilton, Treasurer,	Pittsburgh, Pa.
W. Bampfield, General Manager,	Pittsburgh, Pa.
W. D. Paynter, General Superintendent,	Pittsburgh, Pa.

DIRECTORS.

Names.	Residences.
D. Leet Wilson,	Pittsburgh, Pa.
J. King Goodrich,	Pittsburgh, Pa.
Geo. D. Whitney,	Pittsburgh, Pa.
John L. George,	Pittsburgh, Pa.
D. F. Henry,	Pittsburgh, Pa.
J. D. Flynn,	Pittsburgh, Pa.
Geo. T. Hall,	Cincinnati, Ohio.
C. Jay French,	Boston, Mass.
James Merrihew,	New York, N. Y.

Date of annual meeting for the election of directors: Second Thursday in February.

GENERAL INFORMATION

By whom operated: The company.

The general offices of the company are located at Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the state of New York on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies," passed April 12, 1848, and of the acts additional thereto and amendatory thereof, for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc.

The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio, thence to Wheeling, West Virginia, thence to Pittsburgh, Pa.

The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburgh, Pa., and vicinity, and leasing them to private firms and individuals at an annual rental. This company in most cases owning and maintaining lines and the firms or individuals leasing them and operating them. The "Morse" telegraph instruments on these lines were in a majority of cases superceded by Gray's Automatic Printing Telegraph Instruments," and these in turn were superceded by telephones. On August 10, 1881, the Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania by accepting the provisions of the law enacted on June 9, 1881, "authorizing foreign corporations to become corporations in the State of Pennsylvania and prescribing the method of their doing so" for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus and supplies, etc., with the principal office located in Pittsburgh, Pa. The corporation under the laws of the state of New York was then dissolved and its charter renounced and annulled.

Digitized by Google

The principal business of the company since its incorporation in the State of Pennsylvania has been and is at present that of furnishing telephone service to its subscribers and leasing telephone and telegraph lines to private parties; it is also engaged in the district messenger business in the cities of Pittsburgh and Allegheny.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Franchises,	$150,000 00	Capital stock,	$1,996,000 00
Construction and equipment,	1,510,317 49	Reserve,	187,809 37
Supplies,	162,451 22	Bills payable,	255,325 00
Real estate,	420,873 41	Accounts payable,	27 84
Accounts receivable,	483,011 43	Cash overdraft,	115,198 65
		Surplus,	112,302 29
Total,	$2,666,653 55	Total,	$2,666,653 55

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

Names.	Residences.
R. M. Bailey, President,	Williamsport, Pa.
Richard O'Brien, Vice President,	Scranton, Pa.
J. E. Wilkinson, Secretary,	Williamsport, Pa.
J. E. Wilkinson, Treasurer,	Williamsport, Pa.
R. M. Bailey, General Manager,	Williamsport, Pa.

DIRECTORS

Names.	Residences.
R. M. Bailey,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.
J. H. Boyer,	Williamsport, Pa.
James V. Brown,	Williamsport, Pa.
Addison Candor,	Williamsport, Pa.
C. E. Chettenden,	Scranton, Pa.
Wm. Emery,	Williamsport, Pa.
C. J. French,	Boston, Mass.
John A. Gamble,	Williamsport, Pa.
H. S. Huidekoper,	Philadelphia, Pa.
C. La Rue Munson,	Williamsport, Pa.
Richard O'Brien,	Scranton, Pa.
Henry W. White,	Williamsport, Pa.
E. B. Westfall,	Williamsport, Pa.
J. E. Wilkinson,	Williamsport, Pa.

Date of annual meeting for the election of directors: Fourth Tuesday in January.

GENERAL INFORMATION.

The general offices of the company are located at 700 West Fourth street, Williamsport, Pa.

Digitized by Google

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburgh. This company now has telephone exchanges established and in operation in all the principal cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district has its various centres or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

The territory of Du Bois, with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company, of Pittsburgh, as of January 1, 1892.

Long distance metallic circuit lines of this company from Tyrone northward to Philipsburg coal regions were completed and put in operation August 1, 1892.

Long distance metallic circuit lines of this company from Philipsburg to Clearfield were completed and put in operation November 1, 1892.

Long distance metallic circuit lines of this company from Clearfield to Ridgway via Du Bois were completed and put in operation June 1, 1893.

Long distance metallic circuit lines of this company from Milton to Mt. Carmel via Sunbury and Shamokin were completed and put in operation October 16, 1893.

Additional long distance metallic circuit wires were erected between Wilkes-Barre and Hazleton and put in operation June 1, 1894.

The completion and occupancy of a new central office building at Scranton, Pa., on March 1, 1894.

The completion of long distance metallic circuit lines from Scranton to Forest City, via Carbondale, Pa., and put in operation October 1, 1894.

The completion and occupancy of a new central office building, on March 1, 1895, with an underground system on North Fell and East Market streets, and the public square at Wilkes-Barre, Pa.

The establishing of a telephone exchange system at Carbondale, Pa., opened for service April 16, 1896.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction and equipment,	$834,695 82	Capital stock,	$852,000 00
License,	113,144 05	Bonded indebtedness,	114,000 00
Real estate,	20,104 81	Due to sundry persons,	4,963 90
Furniture,	1,950 97	Reserve,	24,942 41
Supplies,	3,782 01	Surplus,	18,834 93
Cash,	18,281 07	Net earnings,	16,326 99
Due from exchange managers,	3,791 09		
Due from sundry persons,	13,078 41		
Total,	$1,030,868 23	Total,	$1,030,868 23

Digitized by Google

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
J. Merrihew, President,	New York, N. Y.
C. A. Tinker, Vice President,	New York, N. Y.
W. J. McLaughlin, Secretary,	Philadelphia, Pa.
W. J. McLaughlin, Treasurer,	Philadelphia, Pa.
W. B. Gill, General Superintendent,	Philadelphia, Pa.
W. T. Westbrook, Superintendent,	Philadelphia, Pa.

DIRECTORS.

Names.	Residences.
J. Merrihew,	New York, N. Y.
C. A. Tinker,	New York, N. Y.
John E. Hudson,	Boston, Mass.
S. M. Plush,	Philadelphia, Pa.
W. B. Gill,	Philadelphia, Pa.
Geo. Merrihew,	Philadelphia, Pa.
W. T. Westbrook,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Tuesday in September.

GENERAL INFORMATION.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 406 Market street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book No. 17, page 11, application having been made by the following gentlemen: John E. Zeublin, S. M. Plush, James Merrihew, S. S. Garwood and W. B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and State line via Darby, Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phoenixville and other points within the counties named.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction,	$86,701 12	Capital,	$10,000 00
		Due corporations,	21,160 58
		Profit and loss,	55,540 14
Total,	$86,701 12	Total,	$86,701 12

Digitized by Google

FARMINGTON TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
F. C. Rush, President,	Farmington, Pa.
L. H. Workman, Secretary,	Farmington, Pa.
W. H. Hansel, Treasurer,	Farmington, Pa.

DIRECTORS.

Names.	Residences.
Dr. A. P. Bowle,	Uniontown, Pa.
Evan Johnston,	Uniontown, Pa.
David D. Johnston,	Fayette Springs, Pa.
F. C. Rush,	Farmington, Pa.
W. H. Hansel,	Farmington, Pa.
L. H. Workman,	Farmington, Pa.

Date of annual meeting for the election of directors: July 22, 1896.

GENERAL INFORMATION.

By whom operated: Farmington Telephone Company.

The general offices of the company are located at Farmington and Uniontown.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: July 25, 1894.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
For construction,	$840 56	Capital stock,	$2,000 00
For equipment,	423 49	Amount in treasury,	74 05
Collectible from individuals,	810 00		
Total,	$2,074 05	Total,	$2,074 05

LEHIGH TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
A. B. Chandler, President,	New York, N. Y.
C. C. Adams, Vice President,	Philadelphia, Pa.
E. C. Platt, Secretary,	New York, N. Y.
E. C. Platt, Treasurer,	New York, N. Y.

Digitized by Google

DIRECTORS.

Names.	Residences.
W. H. Baker,	New York, N. Y.
W. P. Ferguson,	New York, N. Y.
R. V. Dey,	San Francisco, Cal.
C. C. Adams,	San Francisco, Cal.
L. W. Casper,	New York, N. Y.
A. B. Chandler,	New York, N. Y.
Kehl Markley,	Macungie, Pa.
E. C. Platt,	New York, N. Y.

Date of annual meeting for the election of directors: Third Saturday in January.

GENERAL INFORMATION.

By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Macungie, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized April 18, 1878.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction (estimated),	$5,000 00	Capital stock issued,	$7,700 00
Profit and loss,	2,700 00		
Total,	$7,700 00	Total,	$7,700 00

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
W. D. Frank, President,	Elizabethville, Pa.
C. B. Stroup, Vice President,	Elizabethville, Pa.
John A. Romberger, Secretary,	Elizabethville, Pa.
Cyrus Romberger, Treasurer,	Elizabethville, Pa.
H. H. Weaver, General Manager,	Elizabethville, Pa.

DIRECTORS.

Names.	Residences.
C. B. Stroup,	Elizabethville, Pa.
W. D. Frank,	Elizabethville, Pa.
John A. Romberger,	Elizabethville, Pa.
H. H. Weaver,	Elizabethville, Pa.
I. I. Buffington,	Elizabethville, Pa.
F. W. Fickinger,	Elizabethville, Pa.
S. B. Romberger,	Elizabethville, Pa.

Date of annual meeting for the election of directors: December of each year.

Digitized by Google

GENERAL INFORMATION

The general offices of the company are located at Elizabethville, Pa.

GENERAL BALANCE SHEET

Assets.		Liabilities.	
Line construction and equipment,	$5,165 91	Capital stock,	$4,500 00
		Undivided profits,	644 97
		Overdrawn treasury,	20 94
Total,	$5,165 91	Total,	$5,165 91

McKEESPORT TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
W. B. Peters, President,	McKeesport, Pa.
J. M. Thorne, M. D., Vice President,	McKeesport, Pa.
E. W. Pitts, Secretary,	McKeesport, Pa.
E. W. Pitts, Treasurer,	McKeesport, Pa.
W. W. Nichols, General Superintendent,	McKeesport, Pa.

DIRECTORS.

Names.	Residences.
J. M. Thorne, M. D.,	McKeesport, Pa.
E. W. Pitts,	McKeesport, Pa.
J. E. Serena,	McKeesport, Pa.
R. E. Stone,	McKeesport, Pa.

Date of annual meeting for the election of directors: First Monday in June.

GENERAL INFORMATION

By whom operated: McKeesport Telephone Company.

The general offices of the company are located at McKeesport, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January 30, 1893, with authorized capital stock of $50,000.00, and a paid in capital of $25,000.00. We began active operation May 1, 1894, with 60 subscribers, which have been increased to 360.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash in bank,	$450 00	Capital stock,	$25,000 00
Book accounts,	380 00	Unfunded debt,	11,000 00
Plant,	$3,170 00		
Total,	$36,000 00	Total,	$36,000 00

Digitized by Google

NATIONAL TELEGRAPH COMPANY.

OFFICERS

Names.	Residences.
Thos. T. Eckert, President,	New York, N. Y.
John Van Horne, Vice President,	New York, N. Y.
Thos. F. Clark, Secretary,	New York, N. Y.
R. H. Rochester, Treasurer,	New York, N. Y.

DIRECTORS.

Names.	Residences.
Thomas T. Eckert,	New York, N. Y.
John Van Horne,	New York, N. Y.
Chas. A. Tinker,	New York, N. Y.
Thos. F. Clark,	New York, N. Y.
Robt. C. Clowery,	Chicago, Ill.

Date of annual meeting for the election of directors: Second Wednesday in December.

GENERAL INFORMATION.

By whom operated: National Telegraph Company.

The general offices of the company are located at No. 195 Broadway, New York City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 19th, 1882, under the laws of the State of New York.

The present officers know nothing of its early history, or of the construction of its line.

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
Charles F. Cutler, President,	Morristown, N. J.
W. N. Eastabrook, Vice President,	Elmira, N. Y.
H. J. Stevens, Secretary,	Brooklyn, N. Y.
Joel C. Clark, Treasurer,	S. Farmington, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.

Digitized by Google

DIRECTORS.

Names.	Residences.
Charles F. Cutler,	Morristown, N. J.
W. N. Eastabrook,	Elmira, N. Y.
Joel C. Clark,	S. Farmington, Mass.
David B. Parker,	Randolph, N. J.
H. C. French,	Elmira, N. Y.
John E. Hudson,	Boston, Mass.
Charles M. Dow,	Jamestown, N. Y.
Cyrus Strong, Jr.,	Binghampton, N. Y
H. F. Stevens,	Brooklyn, N. Y.

Date of annual meeting for the election of directors: First Wednesday in March

GENERAL INFORMATION.

The general offices of the company are located at 102 State street, Elmira, N. Y

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction,	$1,114,221 48	Capital stock,	$1,000,000 00
Franchise,	175,000 00	Debt, funded,	150,000 00
Supplies on hand,	21,979 09	Debt, unfunded (balance mortgage bonds unissued),	150,000 00
Stocks and bonds unissued,	417,000 00	Debt, unfunded,	65,672 24
Amount receivable,	42,187 05	Reserve,	10,52[illegible] 13
Cash,	10,349 05	Sinking fund,	225,000 00
Total,	$1,780,736 69	Total,	$1,780,7[illegible]6 69

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
Thomas T. Eckert, President,	New York, N. Y.
Charles A. Tinker, Vice President,	New York, N. Y.
R. H. Rochester, Secretary,	New York, N. Y.
R. H. Rochester, Treasurer,	New York, N. Y.

DIRECTORS.

Names.	Residences.
Thomas T. Eckert,	New York, N. Y.
Charles A. Tinker,	New York, N. Y.
R. H. Rochester,	New York, N. Y.
John Van Herne,	New York, N. Y.
James Merrihew,	New York, N. Y.
William B. Gill,	Philadelphia, Pa.
Thomas F. Black,	New York, N. Y.

Date of annual meeting for election of directors: Third Thursday in May.

Digitized by Google

GENERAL INFORMATION.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: 1. Keystone Telegraph Company; 2. Southern Telegraph Company; 3. Eastern Telegraph Company; 4. Mississippi Valley National Telegraph Company, by purchase of its personal property and lease of its lines for 999 years.

Date of consolidation: 1. September, 1867; 2. March, 1868; 3. October, 1869; 4. September, 1869.

The general offices of the company located at Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies, and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States was adopted under the above authority August 1, 1866. All lines of this company were leased to the Western Union Telegraph Company for a period of 999 years.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
Francis Jordan, President,	Harrisburg, Pa.
A. R. Shellenberger, Vice President,	Harrisburg, Pa.
J. H. Crosman, Jr., Secretary,	Steelton, Pa.
J. H. Crosman, Jr., Treasurer,	Steelton, Pa.
M. H. Buehler, General Manager,	Harrisburg, Pa.
I. J. Lerch, General Superintendent,	Reading, Pa.

DIRECTORS.

Names.	Residences.
Francis Jordan,	Harrisburg, Pa.
A. R. Shellenberger,	Harrisburg, Pa.
C. J. French,	Boston, Mass.
H. S. Huidekoper,	Philadelphia, Pa.
H. A. Kelker,	Harrisburg, Pa.
W. H. Beck,	Washington, D. C.
C. J. Bell,	Washington, D. C.

Date of annual meeting for the election of directors: Third Wednesday of January.

GENERAL INFORMATION.

By whom operated: The Pennsylvania Telephone Company.

With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.

Date of consolidation: January 23, 1886.

The general offices of the company are located at No. 222 Market street, Harrisburg, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, the Southern Pennsylvania Telephone Company was incorporated for general telephone purposes in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.

On December 6, 1882, the court of common pleas of Dauphin county, by formal decree for that purpose, changed its name to the Pennsylvania Telephone Company.

On November 23, 1885, the Pennsylvania and New Jersey Telephone Company was incor-

Digitized by Google

porated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton, in the State of Pennsylvania, and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all its property, corporate rights, powers and privileges held under its said charter to the Pennsylvania Telephone Company as per deed duly recorded in said county of Dauphin, Deed Book T, Vol. VI, page 329, etc.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Franchise,	$174,800 00	Capital stock,	$599,466 67
Construction, i. e., plant,	488,807 57	Debt,	17,179 41
Supplies on hand,	7,431 22	Reserve,	8,967 11
Real estate,	19,719 93	Surplus,	75,587 55
Accounts receivable,	6,612 30		
Cash,	3,829 62		
Total,	$701,200 74	Total,	$701,200 74

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
W. B. Gill, President,	Philadelphia, Pa.
C. A. Tinker, Vice President,	New York, N. Y.
W. P. Wheatland, Secretary,	Philadelphia, Pa.
W. P. Wheatland, Treasurer,	Philadelphia, Pa.
W. B. Gill, General Manager,	Philadelphia, Pa.
W. P. Wheatland, General Superintendent,	Philadelphia, Pa.

DIRECTORS.

Names.	Residences.
W. B. Gill,	Philadelphia, Pa.
Charles A. Tinker,	New York, N. Y.
Thomas P. Eckert,	New York, N. Y.
James Merrihew,	New York, N. Y.
John Van Horne,	New York, N. Y.
Thomas F. Clark,	New York, N. Y.
W. P. Wheatland,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Tuesday in May.

GENERAL INFORMATION.

By whom operated: The Philadelphia Local Telegraph Company.

The general offices of the company are located at 250 Chestnut street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the legislature of Pennsylvania, approved May 19, A. D. 1871, under the title of the Printing Machine Telegraph Company.

The first section of said act of incorporation sets forth and recites among other things as follows: That the corporation, upon the filing of a certificate in the office of the Secretary of the Commonwealth, may change name of said corporation.

Digitized by Google

At a meeting of the board of directors of the Printing Machine Telegraph Company held in the city of Philadelphia on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of the Philadelphia Local Telegraph Company, and authorizing a certificate to that effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia and are connected with the main office by the construction of telegraph lines at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotations and time service to brokers and others, and maintains private lines to manufacturing firms.

On application to the Secretary of the Commonwealth, on April 23, 1895, the capital stock was reduced to $200,000, and copy of same filed in the office of the Secretary of the Commonwealth April 27, 1895, in due compliance with the law.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Dynamo plant,	$4,289 78	Capital stock,	$200,000 00
Telegraph plant,	76,995 00	Dividend (unpaid),	4,000 00
Office furniture,	5,475 22	Surplus,	3,737 64
Patent rights, franchises, etc.,	110,000 00		
Membership Philadelphia Corn Exchange,	3,240 00		
Sundry collections,	425 72		
C. N. D. collections,	462 19		
Cash,	6,849 73		
Total,	$207,737 64	Total,	$207,737 64

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
Joseph S. Harris, President,	Philadelphia, Pa.
William R. Taylor, Secretary,	Philadelphia, Pa.
William A. Church, Treasurer,	Philadelphia, Pa.
L. Horton, Jr., Superintendent,	Reading, Pa.

DIRECTORS.

Names.	Residences.
A. J. Antelo,	Philadelphia, Pa.
John Lowber Welsh,	Philadelphia, Pa.
George F. Baer,	Reading, Pa.
James Boyd,	Norristown, Pa.

Date of annual meeting for the election of directors: Last Tuesday in June.

GENERAL INFORMATION.

By whom operated: The company.

The general offices of the company are located at Reading Terminal, Philadelphia, Pa.

Digitized by Google

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 15, 1847, charter, perpetual.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction,	$231,094 57	Capital stock,	$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	4,151 15	Coupons, December 1, 1896, accrued,	1,000 00
Cash,	1,593 91	Sundry creditors,	72,176 51
Sundry debtors,	61,967 26	Profit and loss,	63,422 43
Total,	$356,598 94	Total,	$356,598 94

POSTAL TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
A. B. Chandler, President,	New York, N. Y.
Edward C. Platt, Vice President,	New York, N. Y.
C. C. Adams, Secretary,	Philadelphia, Pa.
Theodore L. Cuyler, Jr., Treasurer,	New York, N. Y.

DIRECTORS.

Names.	Residences.
A. B. Chandler,	New York, N. Y.
E. C. Platt,	New York, N. Y.
C. C. Adams,	Philadelphia, Pa.
George W. Dunn,	Philadelphia, Pa.
Wilbur L. Stanger,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Monday in February.

GENERAL INFORMATION.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction to June 30, 1896 (estimated),	$215,200 00	Capital stock,	$50,000 00
		Unfunded debt,	165,200 00
Total,	$215,200 00	Total,	$215,200 00

Digitized by Google

POSTAL TELEGRAPH AND CABLE COMPANY NO 1.

OFFICERS.

Names	Residences.
A. B. Chandler, President,	New York, N. Y.
Edward C. Platt, Vice President,	New York, N. Y.
C. C. Adams, Secretary,	Philadelphia, Pa.
Theodore L. Cuyler, Jr., Treasurer,	New York, N. Y.

DIRECTORS.

Names.	Residences.
A. B. Chandler,	New York, N. Y.
E. C. Platt,	New York, N. Y.
C. C. Adams,	Philadelphia, Pa.
George W. Dunn,	Philadelphia, Pa.
Wilbur L. Stanger,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Monday in February.

GENERAL INFORMATION.

By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction, about,	$39,650 00	Capital stock,	$20,000 00
		Unfunded debt,	19,650 00
Total,	$39,650 00	Total,	$39,650 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 2.

OFFICERS.

Names.	Residences.
A. B. Chandler, President,	New York, N. Y.
Edward C. Platt, Vice President,	New York, N. Y.
C. C. Adams, Secretary,	Philadelphia, Pa.
Theodore L. Cuyler, Jr., Treasurer,	New York, N. Y.

Digitized by Google

DIRECTORS.

Names.	Residences.
A. B. Chandler,	New York, N. Y.
E. C. Platt,	New York, N. Y.
C. C. Adams,	Philadelphia, Pa.
George W. Dunn,	Philadelphia, Pa.
Wilbur L. Stanger,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Monday in February.

GENERAL INFORMATION.

By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction, about,	$33,820 00	Capital stock,	$20,000 00
		Unfunded debt,	13,820 00
Total,	$33,820 00	Total,	$33,820 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 3.

OFFICERS.

Names.	Residences.
A. B. Chandler, President,	New York, N. Y.
Edward C. Platt, Vice President,	New York, N. Y.
C. C. Adams, Secretary,	Philadelphia, Pa.
Theodore L. Cuyler, Jr., Treasurer,	New York, N. Y.

DIRECTORS.

Names.	Residences.
A. B. Chandler,	New York, N. Y.
E. C. Platt,	New York, N. Y.
C. C. Adams,	Philadelphia, Pa.
George W. Dunn,	Philadelphia, Pa.
Wilbur L. Stanger,	Philadelphia, Pa.

Date of annual meeting for the election of directors: Third Monday in February.

Digitized by Google

GENERAL INFORMATION.

By whom operated: Postal Telegraph Cable Company of New York.
The general offices of the company are located at Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION

Organized December 1, 1885.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Construction, about,	$5,000 00	Capital stock,	$5,000 00
Total,	$5,000 00	Total,	$5,000 00

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

Names.	Residences.
William A. Ingham, President,	Philadelphia, Pa.
J. E. Haverstick, Secretary,	Philadelphia, Pa.
J. E. Haverstick, Treasurer,	Philadelphia, Pa.
A. W. Greenwood, Superintendent,	Rockhill Furnace, Pa.

DIRECTORS.

Names.	Residences.
William A. Ingham,	Philadelphia, Pa.
Edward Roberts, Jr.,	Philadelphia, Pa.
Percival Roberts,	Philadelphia, Pa.
George Wood,	Philadelphia, Pa.
John Markle,	Jeddo, Pa.

GENERAL INFORMATION.

By whom operated: East Broad Top Railroad Company.
The general offices of the company are located at 320 Walnut street, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION

Organized under charter dated November 2, 1874.
Constructed by East Broad Top Railroad and Coal Company, who lease and operate line.

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Cash,	$101 66	Capital stock,	$200 00
		Interest,	101 66
Total,	$101 66	Total,	$101 66

43-9-96

Digitized by Google

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

Names.	Residence.
Thomas T. Eckert, President,	New York city, N. Y.
John Van Horne, Vice President,	New York city, N. Y.
R. C. Clowery, Vice President,	Chicago, Ill.
George J. Gould, Vice President,	New York city, N. Y.
J. B. Van Every, Vice President,	New York city, N. Y.
A. R. Brewer, Secretary,	New York city, N. Y.
R. H. Rochester, Treasurer,	New York city, N. Y.

DIRECTORS.

Names.	Addresses.
Thomas T. Eckert,	195 Broadway, New York city.
John T. Terry,	195 Broadway, New York city.
John Van Horne,	195 Broadway, New York city.
Russel Sage,	195 Broadway, New York city.
Alonzo B. Cornell,	195 Broadway, New York city.
Samuel Sloan,	195 Broadway, New York city.
Robert C. Clowry,	Chicago, Ill.
George J. Gould,	195 Broadway, New York city.
Edwin Gould,	195 Broadway, New York city.
John G. Moore,	195 Broadway, New York city.
Charles Lanier,	195 Broadway, New York city.
John Jacob Astor,	195 Broadway, New York city.
Sidney Shepard,	195 Broadway, New York city.
J. Pierpont Morgan,	195 Broadway, New York city.
John Hay,	195 Broadway, New York city.
William D. Bishop,	195 Broadway, New York city.
C. P. Huntington,	195 Broadway, New York city.
George B. Roberts,	195 Broadway, New York city.
Chauncey M. Depew,	195 Broadway, New York city.
James W. Clendenin,	195 Broadway, New York city.
Henry M. Flagler,	195 Broadway, New York city.
Henry B. Hyde,	195 Broadway, New York city.
W. Murray Crane,	195 Broadway, New York city.
Oliver Ames, 2d,	195 Broadway, New York city.
Louis Fitzgerald,	195 Broadway, New York city.
J. B. Van Every,	195 Broadway, New York city.
W. F. Cochran,	195 Broadway, New York city.
John K. Cowen,	195 Broadway, New York city.

Date of annual meeting for the election of directors: Second Wednesday in October.

GENERAL INFORMATION.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company and Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under the title of the New York and Mississippi Valley Printing Telegraph Company.

The name was changed to the Western Union Telegraph Company by act of the Legislature, passed April 4, 1856.

Digitized by Google

GENERAL BALANCE SHEET.

Assets.		Liabilities.	
Telegraph lines, stock owned of leased telegraph companies that are merged in the Western Union Telegraph Company, franchises, patents, etc.,	$101,306 874 78	Capital stock,	$95,370,000 00
Stocks and bonds of leased telegraph companies received in exchange for collateral trust bonds,	8,401,000 00	Funded debt,	15,275,208 00
Stocks of not leased telegraph companies and other securities,	7,516,230 58	Gold and Stock Telegraph Company for stocks of other companies held through lease of that company until 1981,	2,039,200 00
Real estate,	4,979,533 74	Sundry accounts payable, etc.,	3,605,005 84
Supplies and material in supply department,	126,263 66	Dividends payable July 15, 1896,	1,191,958 75
Sundry accounts receivable, etc.,	2,593,592 87	Surplus of income prior to October 1, 1881, appropriated for construction and acquisition of telegraph lines and property in excess of the $15,526,590 capital stock distributed in 1881 on account of such appropriation of income during the fifteen years preceding,	1,598,184 03
Cash in treasury and in the hands of agents (since remitted to treasury),	1,338,081 52	Surplus of income subsequent to October 1, 1881 ($7,013,933.82) plus the proportion of surplus of income prior to October 1, 1881 ($629,759.91), that was not appropriated as above,	7,643,693 73
Sinking fund for redemption of bonds,	461,693 20		
Total,	$126,723,250 35	Total,	$126,723,250 35

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

Names.	Residences.
Hon. H. C. McCormick, President,	Williamsport, Pa.
George V. Forman, Vice President,	Buffalo, N. Y.
George L. Simpson, Secretary,	Hughesville, Pa.
Seth T. McCormick, Treasurer,	Williamsport, Pa.
R. E. Emerson, General Manager,	Hughesville, Pa.

DIRECTORS.

Names.	Residences.
Hon. Henry C. McCormick,	Williamsport, Pa.
George V. Forman,	Buffalo, N. Y.
Seth T. McCormick,	Williamsport, Pa.
J. Henry Cochran,	Williamsport, Pa.
George L. Simpson,	Hughesville, Pa.
R. E. Emerson,	Hughesville, Pa.

Date of annual meeting for the election of directors: First Friday in December.

GENERAL INFORMATION.

By whom operated: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated November, 1882, under the general corporation laws of the act of April 29, 1874, for the purpose of constructing and operating telephone lines in the borough of Hughesville, Pa., and other points in the counties of Lycoming, Sullivan and Bradford.

GENERAL BALANCE SHEET.

All accounts reported by the Williamsport and North Branch Railroad Company.

Digitized by Google

Digitized by Google

TABULATED RESULTS

Compiled from Reports of Railroad Companies.

Digitized by Google

TABLE A—STOCK AND DIVIDENDS.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Addison and Pennsylvania,	$950,000 00	$766,486 07	.....
Allegheny and Kinzua,	500,000 00	500,000 00	.....
Allegheny and South Side, g,	7,750 00	7,750 00	.....
Allegheny Valley,	30,000,000 00	27,021,380 42	.....
Allentown,	2,000,000 00	1,268,884 47	.....
Allentown Terminal,	450,000 00	450,000 00	$22,500 00
Altoona, Clearfield and Northern,	75,000 00	74,050 00	.....
Altoona and Phillipsburg,	600,000 00	404,000 00	.....
Arnot and Pine Creek,	255,000 00	255,000 00	12,750 00
Bald Eagle Valley,	2,000,000 00	1,535,000 00	140,625 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	.....
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	18,900 00
Baltimore and Harrisburg,	720,000 00	720,000 00	1,455 00
Baltimore and Harrisburg Western Extension,	250,000 00	240,000 00	.....
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	.....
Bangor and Portland,	325,100 00	121,100 00	7,266 00
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	.....
Bear Rock,	25,000 00	19,950 00	.....
Beaver and Elwood,	50,000 00	50,000 00	.....
Beaver Meadow, Trescow and New Boston,	200,000 00	36,000 00	.....
Bedford and Bridgeport,	600,000 00	600,000 00	30,000 00
Beech Creek,	6,000,000 00	5,500,000 00	220,000 00
Belvidere-Delaware,	4,000,000 00	1,253,000 00	194,300 00
Bellefonte Central,	500,000 00	500,000 00	.....
Berlin,	50,000 00	50,000 00	.....
Berlin Branch,	75,000 00	43,195 19	.....
Big Level and Kinzua,	150,000 00	150,000 00	.....
Bloomsburg and Sullivan,	600,000 00	600,000 00	.....
Bradford, Bordell and Kinzua,e,	250,000 00	.....	.....
Bradford and West Pennsylvania,	70,000 00	36,000 00	.....
Brockport and Shawmut,	22,500 00	22,500 00	.....
Brownstone and Middletown,	25,000 00	25,000 00	.....
Buffalo, Bradford and Pittsburgh,	2,286,400 00	2,286,400 00	.....
Buffalo, Rochester and Pittsburgh,	12,000,000 00	12,000,000 00	.....
Buffalo and Susquehanna,	2,000,000 00	1,518,000 00	55,500 00
Bustleton,	300,000 00	100,000 00	.....
Cambria and Clearfield,	2,150,000 00	1,300,550 00	.....
Cammal and Black Forest,	150,000 00	75,000 00	.....
Catasauqua and Fogelsville, g,	712,069 99	712,069 99	.....
Catawissa, f,	4,359,500 00	4,359,500 00	224,000 00

e. No stock has yet been issued, but it is proposed to issue $250,000.00.
f. Stock "authorized" not being given, the amount "outstanding" is inserted.
g. Stock "authorized and outstanding" not being given, the "cost of road and equipment" is inserted.

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Central Pennsylvania and Western,	$5,620,650 00	$5,620,650 00	.....
Central Railroad Company of Pennsylvania,	1,200,000 00	1,200,000 00	.....
Central Trunk,	12,500 00	12,500 00	.....
Chambersburg and Gettysburg,	200,000 00	200,000 00	.....
Chartiers,	800,000 00	645,300 00	51,624 00
Chester Creek,	272,100 00	272,100 00	11,100 00
Chester and Delaware River,	40,000 00	40,000 00	.....
Chestnut Hill,	120,650 00	120,650 00	14,478 00
Clarion River,	120,000 00	120,000 00	7,200 00
Clearfield and Mahoning,	650,000 00	650,000 00	39,000 00
Cleveland and Pittsburgh,	11,253,500 00	11,247,528 62	786,923 50
Colebrookdale,	500,000 00	297,215 00	.....
Columbia and Port Deposit,	1,800,000 00	1,000,000 00	30,000 00
Connecting,	1,900,000 00	1,278,300 00	76,698 00
Cornwall,	400,000 00	400,000 00	.....
Cornwall and Lebanon,	800,000 00	800,000 00	32,000 00
Confluence and Oakland,	200,000 00	200,000 00	.....
Coudersport and Port Allegheny,	300,000 00	245,000 00	6,000 00
Cresson and Irvona,	1,500,000 00	500,000 00	.....
Cumberland Valley,	2,000,000 00	1,777,850 00	142,228 00
Delaware and Hudson Canal Company's Railroad,	35,000,000 00	35,000 000 00	2,450,000 00
Delaware, Lackawanna and Western,	26,200,000 00	26,200,000 00	1,834,000 00
Delaware River Railroad and Bridge Company,	1,300,000 00	900,000 00	.....
Delaware, Susquehanna and Schuylkill,	1,500,000 00	1,500,000 00	.....
Dillsburg and Mechanicsburg,	400,000 00	89,800 00	.....
Downingtown and Lancaster,	500,000 00	405,650 00	.....
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	19,500 00
Eaglesmere,	100,000 00	50,000 00	.....
East Broad Top,	1,000,000 00	815,589 43	.....
East Mahanoy,	500,000 00	497,750 00	28,869 50
East Pennsylvania, d,	1,730,450 00	1,730,450 00	103,827 00
Easton and Northern,	300,000 00	300,000 00	.....
Ebensburg and Black Lick,	500,000 00	350,000 00	.....
Elmira and Williamsport,	1,000,000 00	1,000,000 00	54,800 00
Ellwood Connecting,	50,000 00	50,000 00	.....
Ellwood Short Line,	300,000 00	300,000 00	.....
Emporium and Rich Valley,	100,000 00	100,000 00	.....
Engleside,	50,000 00	30,000 00	.....
Erie,	146,000 000 00	146,000,000 00	.....
Erie and Pittsburgh,	2,500,000 00	1,998,400 00	139,888 00
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	.....
Fair Hill,	150,000 00	150,000 00	.....
Fairmont, Morgantown and Pittsburgh,	3,000,000 00	3,000,000 00	.....

c. Stock "outstanding" not being given, the "cost of road and equipment" is inserted.

d. Stock "outstanding" being "unlimited," the "cost of road outstanding" is inserted.

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Fall Brook,	$5,000,000 00	$5,000,000 00	$305,000 00
Falls Creek, c,	30,000 00	30,000 00	.....
Fayette county,	1,500,000 00	107,400 00	6,444 00
Gettysburg and Harrisburg,	600,000 00	600,000 00	.....
Greenlick,	45,000 00	9,266 25	.....
Hanover and New Port,	500,000 00	50,000 00	.....
Hanover and York,	325,000 00	325,000 00	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	82,778 50
Hunter's Run and Slate Belt,	100,000 00	59,600 00	.....
Huntingdon and Broad Top Mountain,	3,550,000 00	3,371,750 00	194,870 00
Ironton,	200,000 00	200,000 00	24,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	.....
Jefferson,	2,096,050 00	2,096,050 00	.....
Johnsonburg,	300,000 00	200,000 00	.....
Johnsonburg and Bradford,	420,000 00	420,000 00	.....
Junction,	250,000 00	250,000 00	12,500 00
Kane and Elk,	100,000 00	75,000 00	.....
Kensington and Tacony,	400,000 00	355,900 00	14,216 00
Kishwaukee Mineral Springs,	50,000 00	15,000 00	.....
Ketner, St. Mary's and Shawmut,	100,000 00	16,000 00	.....
Kinzua Creek and Kane,	120,000 00	65,600 00	.....
Kinzua Hemlock,	140,000 00	112,100 00	.....
Kinzua Valley,	140,000 00	105,000 00	.....
Kishacoquillas Valley,	100,000 00	70,175 00	.....
Lackawanna and Montrose,	150,000 00	130,500 00	.....
Lancaster, Oxford and Southern, c,	500,000 00	119,685 59	.....
Lancaster and Reading Narrow Gauge,	350,000 00	350,000 00	.....
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	3,021,340 00
Lehigh and New England,	1,500,000 00	1,500,000 00	.....
Lehigh and Lackawanna,	1,000,000 00	370,500 00	.....
Lehigh and Susquehanna, a,	15,439,242 18	15,439,242 18	.....
Lehigh Valley, d,	40,334,800 00	40,334,800 00	.....
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	.....
Ligonier Valley,	160,000 00	160,000 00	9,600 00
Little Saw Mill Run,	250,000 00	144,125 00	4,323 75
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	174,149 50
Loyalsock,	200,000 00	200,000 00	.....
Lykens Valley,	800,000 00	600,000 00	45,000 00
McKeesport Connecting,	40,000 00	40,000 00	.....
Mahoning Valley,	450,000 00	45,000 00	.....

a. This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore the amount of cost of road and equipment is inserted as representing its capital stock, "authorized and outstanding."

c. Stock "outstanding" not being given, the "cost of road and equipment" is inserted.

d. Stock "outstanding" being "unlimited," the "cost of road outstanding" is inserted.

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Mahoning State Line,	$100,000 00	$100,000 00	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	200,000 00	.....
Medix Run,	80,000 00	70,200 00	.....
Middletown and Hummelstown,	175,000 00	175,000 00	.....
Mifflin and Centre county,	1,000,000 00	167,775 00	.....
Mill Creek and Mine Hill,	323,375 00	323,375 00	$32,337 50
Mine Hill and Schuylkill Haven,	4,210,200 00	4,210,200 00	315,765 00
Monongahela Connecting,	500,000 00	450,000 00	31,500 00
Mohnsville and Adamstown,	75,000 00	23,050 00	.....
Mont Alto,	500,000 00	110,000 00	.....
Montour,	100,000 00	100,000 00	.....
Montrose,	500,000 00	304,900 00	.....
Mount Carbon and Port Carbon,	282,350 00	282,350 00	32,752 60
Mount Carmel and Natalie,	175,000 00	175,000 00	.....
Mount Jewett, Kinzua and Riterville,	80,000 00	80,000 00	.....
Mount Jewett and Smethport,	150,000 00	72,000 00	2,625 00
Mount Penn Gravity,	100,000 00	100,000 00	.....
Mount Pleasant and Broadford,	1,000,000 00	150,500 00	.....
Mount Pleasant and Latrobe,	130,000 00	13,000 00	.....
Nescopec,	1,350,000 00	259,000 00	.....
Nesquehoning Valley,	2,000,000 00	1,418,600 00	70,930 00
Neversink Mountain,	100,000 00	100,000 00	.....
New Castle and Beaver Valley,	700,000 00	700,000 00	103,750 00
New Castle and Butler,	20,000 00	20,000 00	.....
New Castle and Shenango Valley,	300,000 00	292,450 00	.....
New Haven and Dunbar,	40,000 00	8,000 00	.....
Newport and Sherman's Valley,	180,000 00	131,413 41	.....
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	.....
New York, Lackawanna and Western,	60,000 00	12,000 00	.....
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	250,000 00
New York and North Pennsylvania,	180,000 00	50,000 00	.....
Nypano,	20,000,000 00	20,000,000 00	.....
New York, Susquehanna and Western,	26,000,000 00	26,000,000 00	.....
Nittany Valley,	75,000 00	75,000 00	.....
Northern Central,	8,000,000 00	7,518,150 00	526,267 00
North Bend and Kettle Creek,	150,000 00	75,000 00	.....
North East Pennsylvania,	400,000 00	400,000 00	.....
North Pennsylvania,	6,000,000 00	4,720,800 00	377,664 00
North and West Branch,	1,500,000 00	1,500,000 00	120,000 00
Ohio and Baltimore Short Line,	1,060,000 00	290,000 00	.....
Ohio Connecting,	1,000,000 00	660,000 00	33,000 00
Ocean, Oswego and Eastern,	200,000 00	70,000 00	.....
Ontario, Carbondale and Scranton,	1,500,000 00	1,500,000 00	.....
Oregon and Texas,	26,000 00	26,000 00	.....
Pennsylvania	151,700,000 00	129,302,600 00	6,465,063 75
Pennsylvania Company,	21,000,000 00	21,000,000 00	.....

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Pennsylvania and New York Canal and Railroad, f,	$1,061,700 00	$1,061,700 00	.....
Pennsylvania Schuylkill Valley,	10,200,000 00	7,117,450 00	.....
Pennsylvania and North Western,	2,500,000 00	2,250,000 00	.....
Penn Gas Coal Company's Railroad, g,	.....	377,887 24	.....
People's, d,	250,000 00	250,000 00	$10,000 00
Perkiomen,	50,000 00	38,400 00	.....
Perry county,	200,000 00	97,900 00	.....
Philadelphia and Baltimore Central,	2,500,000 00	2,499,266 90	.....
Philadelphia Belt Line,	200,000 00	200,000 00	.....
Philadelphia and Chester Valley,	755,100 00	755,100 00	.....
Philadelphia and Delaware County,	1,000,000 00	351,200 00	.....
Philadelphia and Erie,	12,400,000 00	10,385,000 00	.....
Philadelphia and Frankford,	500,000 00	500,000 00	.....
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	1,263,000 00	.....
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	269,628 00
Philadelphia, Harrisburg and Pittsburgh,	2,000,000 00	2,000,000 00	.....
Philadelphia, Newtown and New York,	1,600,000 00	1,600,000 00	.....
Philadelphia and Reading, d	41,400,861 78	41,400,861 78	.....
Philadelphia and Reading Terminal,	8,500,000 00	8,500,000 00	.....
Philadelphia and Trenton,	2,000,000 00	1,259,100 00	49,410 00
Philadelphia, Wilmington and Baltimore, d,	11,819,350 00	11,819,350 00	827,354 50
Pickering Valley,	100,000 00	95,655 00	.....
Pine Creek,	4,000,000 00	1,000,000 00	.....
Pittsburgh and Castle Shannon,	1,000,000 00	481,400 00	.....
Pittsburgh, Chartiers and Youghiogheny,	1,000,000 00	700,000 00	28,000 00
Pittsburgh, Cincinnati, Chicago and St. Louis,	120,500,000 00	47,698,601 21	455,456 00
Pittsburgh and Connellsville,	5,000,000 00	1,956,091 05	.....
Pittsburgh, Fort Wayne and Chicago,	38,597,692 63	38,597,685 71	2,701,838 00
Pittsburgh Junction,	1,940,000 00	1,940,000 00	92,000 00
Pittsburgh and Lake Erie,	4,000,000 00	4,000,000 00	400,000 00
Pittsburgh, Lisbon and Western,	200,000 00	105,123 00	.....
Pittsburgh, Marion and Chicago,	7,500,000 00	500,000 00	.....

d. Stock "outstanding" being "unlimited," the "cost of road outstanding" is inserted.

f. Stock "authorized" not being given, the amount "outstanding" is inserted.

g. Stock "authorized and outstanding" not being given, the "cost of road and equipment" is inserted.

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Pittsburgh, McKeesport and Youghiogheny,	$4,000,000 00	$3,959,650 00	$237,579 00
Pittsburgh and Moon Run,	100,000 00	100,000 00	.....
Pittsburgh and Northern, c,	150,000 00	150,000 00	.....
Pittsburgh, Shenango and Lake Erie,	4,800,000 00	4,800,000 00	.....
Pittsburgh, Virginia and Charleston,	6,000,000 00	3,432,900 00	171,631 25
Pittsburgh and Western,	13,500,000 00	13,500,000 00	.....
Pittsburgh, Youngstown and Ashtabula,	4,000,000 00	3,033,341 58	205,391 50
Plymouth,	30,000 00	12,050 00	.....
Pomeroy and Newark,	500,000 00	500,000 00	.....
Reading and Columbia, f,	958,373 09	958,373 09	.....
Reading, Marietta and Hanover,	250,000 00	250,000 00	.....
Reynoldsville and Falls Creek,	300,000 00	170,000 00	.....
Ridgway and Clearfield,	1,000,000 00	491,000 00	44,190 00
River Front,	300,000 00	300,000 00	15,000 00
Rochester, Beaver Falls and Western,	150,000 00	75,000 00	.....
Rupert and Bloomsburg,	50,000 00	50,000 00	.....
Saint Marys and South Western,	300,000 00	300,000 00	.....
Salisbury,	213,700 00	117,987 50	20,409 00
Schuylkill and Lehigh,	50,000 00	50,000 00	.....
Schuylkill and Lehigh Valley,	2,000,000 00	2,000,000 00	.....
Schuylkill River, East Side,	4,500,000 00	4,500,000 00	.....
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	28,802 50
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	.....
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	52,167 00
Sharon,	500,000 00	464,600 00	27,522 00
Sharpsville,	350,000 00	350,000 00	.....
Shenango Valley,	60,000 00	60,000 00	.....
Slack Water Connecting, c,	10,000 00	10,000 00	.....
Slate Run,	160,000 00	81,000 00	.....
Somerset and Cambria,	1,000,000 00	1,000,000 00	.....
South Chester,	250,000 00	250,000 00	.....
South Easton and Phillipsburg,	75,000 00	75,000 00	.....
South Fork,	210,000 00	116,700 00	.....
South Shore,	10,000 00	10,000 00	.....
Southwest Pennsylvania,	3,000,000 00	1,499,900 00	179,988 00
Southern Pennsylvania Railway and Mining Company,	800,000 00	800,000 00	.....
State Line,	20,000 00	20,000 00	.....
State Line and Sullivan,	1,000,000 00	980,250 00	.....
Stewart,	10,000 00	7,700 00	.....
Stewartstown,	1,000,000 00	70,000 00	.....
Stony Creek,	200,000 00	176,100 00	.....
Sugar Run,	120,000 00	50,000 00	.....

c. Stock "outstanding" not being given, the "cost of road and equipment" is inserted.

f. Stock "authorized" not being given, the amount "outstanding" is inserted.

Digitized by Google

TABLE A.—STOCKS AND DIVIDENDS—Continued.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Sunbury, Hazleton and Wilkes-Barre,	$1,000,000 00	$1,000,000 00	$100,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	120,000 00
Susquehanna and Buffalo,	180,000 00	36,000 00	.....
Susquehanna and Clearfield,	1,000,000 00	286,000 00	.....
Tamaqua, Hazleton and Northern,	300,000 00	300,000 00	.....
Tiadaghton and Fahnestalk,	60,000 00	59,450 00	.....
Tioga, d,	580,900 00	580,900 00	.....
Tionesta Valley,	350,000 00	350,000 00	.....
Tionesta Valley and Hickory,	50,000 00	33,000 00	.....
Tionesta Valley and Salmon Creek,	50,000 00	17,000 00	.....
Tipton,	50,000 00	43,250 00	.....
Trenton Delaware Bridge Company,	350,000 00	298,900 00	5,934 00
Trenton Cut-Off,	1,000,000 00	100,000 00	.....
Trescow,	250,000 00	130,000 00	.....
Tuscarora Valley,	300,000 00	180,000 00	.....
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	50,000 00
Union,	50,000 00	50,000 00	.....
Ursini and North Fork,	20,000 00	20,000 00	.....
Valley,	15,000 00	15,000 00	.....
Waynesburg and Washington,	270,000 00	101,854 97	.....
West Chester,	165,000 00	165,000 00	8,250 00
Western Maryland,	1,324,000 00	1,008,950 00	.....
Western New York and Pennsylvania,	20,000,000 00	20,000,000 00	.....
Western Pennsylvania,	4,000,000 00	1,775,000 00	142,000 00
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	.....
Wilcox,	50,000 00	25,000 00	.....
Wilkes-Barre and Eastern,	3,000,000 00	3,000,000 00	.....
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	.....
Wilkes-Barre and Scranton,	500,000 00	500,000 00	25,000 00
Williamsport and North Branch	2,300,00 00	1,225,362 00	.....
Williams Valley,	120,000 00	90,000 00	.....
Wilmington and Northern,	1,500,000 00	1,278,050 00	.....
Wind Gap and Delaware,	300,000 00	100,000 00	.....
York Southern,	600,000 00	600,000 00	.....
Youghiogheny, Northern,	400,000 00	400,000 00	62,000 00
Total,	$1,146,137,464 67	$985,503,189 65	$25,340,859 35

d. Stock "outstanding" being "unlimited," the "cost of road outstanding" is inserted.

Digitized by Google

TABLE B.—DEBT AND INTEREST.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of Funded Debt and current liabilities.	Total amount of cash and current assets.	Amount of interest accrued during year.
Addison and Pennsylvania,	$380,106 22	$281,061 11	$661,167 33	$9,658 97	$15,894 24
Allegheny and Kinzua,	285,000 00	1,356 12	286,356 12	3,383 05	.....
Allegheny and South Side,	7,328 50	1,126 64	8,455 14	950 08	.....
Allegheny Valley,	16,809,326 43	561,551 23	17,370,877 66	249,205 22	1,087,896 48
Allentown,	.....	12,745 37	12,745 37	30,424 42	.....
Allentown Terminal,	450,000 00	130,251 29	580,251 29	13,297 41	18,000 00
Altoona, Clearfield and Northern,	64,779 14	19,017 00	83,796 14	.....	2,481 00
Altoona and Philipsburg,	15,000 00	325,283 54	340,283 54	994 95	750 00
Bald Eagle Valley,	336,000 00	307 50	336,307 50	388,842 71	20,400 00
Baltimore and Cumberland Valley,	72,800 00	.....	72,800 00	2,184 00	4,368 00
Baltimore and Cumberland Valley Extension,	230,000 00	16,350 00	246,350 00	16,350 00	13,800 00
Baltimore and Harrisburg,	690,000 00	49,944 47	739,944 47	146,246 45	35,700 00
Baltimore and Harrisburg Western Extension,	240,000 00	.....	240,000 00	2,000 00	12,000 00
Baltimore and Philadelphia,	4,840,000 00	2,640,365 27	7,480,365 27	.....	217,800 00
Bangor and Portland,	320,000 00	.....	320,000 00	2,950 39	19,200 00
Barclay Coal Company's Railroad,	76,000 00	.....	76,000 00	29,895 88	3,250 00
Bear Rock,	.....	4,326 57	4,326 57	450 00	.....
Beaver and Ellwood,	50,000 00	19,847 20	69,847 20	3,354 89	2,500 00
Bedford and Bridgeport,	1,700,000 00	.....	1,700,000 00	45,468 09	85,000 00
Beech Creek,	5,500,000 00	623,646 28	6,123,646 28	485,755 07	225,000 00
Belvidere Delaware,	2,793,000 00	18,765 58	2,811,765 58	110,560 78	132,080 00
Bellefonte Central,	33,000 00	55,360 00	88,360 00	.....	1,575 00
Berlin	.....	88,920 05	88,920 05	.....	.....
Berlin Branch,	42,900 00	32,430 83	75,330 83	277 38	2,574 00
Big Level and Kinzua,	50,000 00	37,943 26	87,943 26	7,024 88	.....

Digitized by Google

TABLE B.—DEBT AND INTEREST—Continued.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of cash and current assets.	Amount of interest accrued during year.
Bloomsburg and Sullivan,	$599,000 00	$17,428 70	$616,428 70	$2,588 11	$29,950 00
Bradford, Bordell and Kinzua, a.	.....	.....	.....	14,380 49	.....
Bradford and West Pennsylvania,	.....	17,601 47	17,601 47	88 23	.....
Brownstone and Middletown,	.....	1,654 07	1,654 07	579 90	.....
Buffalo, Rochester and Pittsburgh,	10,667,000 00	1,301,635 75	11,968,635 75	756,776 18	588,510 82
Buffalo and Susquehanna,	1,367,000 00	95,978 31	1,462,978 31	110,010 65	64,215 33
Bustleton,	.....	43,327 62	43,327 62	.....	.....
Cambria and Clearfield,	1,279,000 00	33,795 76	1,312,795 76	79,067 24	63,950 00
Cammal and Black Forest,	26,795 69	1,571 54	28,367 23	3,277 46	.....
Catasauqua and Fogelsville,	135,000 00	19,123 83	154,123 83	32,645 44	8,100 00
Catawissa,	2,117,000 00	.....	2,117,000 00	.....	.....
Central Pennsylvania and Western,	620,000 00	124,000 00	744,000 00	4 16	31,000 00
Central Railroad Company of Pennsylvania,	600,000 00	144,649 39	744,649 39	5,700 00	36,000 00
Chambersburg and Gettysburg,	.....	60 00	60 00	401 63	.....
Chartiers,	500,000 00	7,838 00	507,838 00	45,783 70	35,000 00
Chester Creek,	185,000 00	11,215 50	196,215 50	11,215 50	11,100 00
Chester and Delaware River,	.....	378,793 66	378,793 66	.....	.....
Chestnut Hill,	.....	184 50	184 50	184 50	.....
Clarion River,	.....	14,000 00	14,000 00	8,171 05	.....
Clearfield and Mahoning,	650,000 00	100,045 05	750,045 05	.....	32,500 00
Cleveland and Pittsburgh,	8,302,500 00	336,365 42	8,638,865 42	341,284 20	304,075 00
Colebrookdale,	600,000 00	430,662 00	1,030,662 00	35,348 57	36,000 00
Columbia and Port Deposit,	1,800,000 00	4,800 11	1,804,800 11	44,570 41	72,000 00
Connecting,	991,000 00	1,306,644 34	2,297,644 34	8'0 00	59,460 00
Cornwall,	.....	15,000 00	15,000 00	15,811 89	.....

Digitized by Google

Cornwall and Lebanon,	766,400 00	.....	766,400 00	50,236 55	40,000 00
Confluence and Oakland,	200,000 00	91,537 21	291,537 21	.....	10,000 00
Coudersport and Port Allegheny,	245,000 00	40,000 00	285,000 00	6,858 77	8,575 00
Cresson and Irvona,	500,000 00	30,057 00	530,057 00	9,596 84	20,000 00
Cumberland Valley,	270,500 00	151,104 51	421,604 51	323,754 93	21,640 00
Delaware and Hudson Canal Company's Railroad,	5,000,000 00	3,827,753 54	8,827,753 54	7,828,769 63	350,000 00
Delaware, Lackawanna and Western,	3,067,000 00	9,763,205 20	12,830,205 20	9,162,248 65	214,690 00
Delaware River Railroad and Bridge Company,	1,000,000 00	459,557 58	1,459,557 58	49,794 16	.....
Delaware, Susquehanna and Schuylkill,	600,000 00	356,824 37	956,824 37	809,778 18	36,000 00
Dillsburg and Mechanicsburg,	100,000 00	24,750 55	124,750 55	50 00	6,000 00
Downingtown and Lancaster,	300,000 00	230,688 21	530,688 21	.....	12,000 00
Dunkirk, Allegheny Valley and Pittsburgh,	2,900,000 00	318,744 60	3,218,744 60	12,766 57	203,000 00
Eaglesmere,	57,815 41	12,600 00	70,415 41	3,771 40	.....
East Broad Top,	542,888 88	254,558 93	797,447 81	193,247 08	20,029 33
East Mahanoy,	.....	4,919 92	4,919 92	4,877 24	.....
East Pennsylvania,	495,000 00	9,844 65	504,844 65	.....	19,800 00
Easton and Northern,	50,000 00	41,557 41	91,557 41	12,986 52	1,125 00
Ebensburg and Black Lick,	100,000 00	4,594 93	104,594 93	93,581 85	5,000 00
Elmira and Williamsport,	1,554,000 00	29,615 00	1,583,615 00	38,020 16	88,140 00
Ellwood Connecting,	.....	8,306 68	8,306 68	.....	.....
Ellwood Short Line,	300,000 00	105,636 23	405,636 23	2,034 12	15,000 00
Emporium and Rich Valley,	.....	16,115 25	16,115 25	427 42	.....
Engleside,	.....	.....	.....	17,481 33	.....
Erie,	131,436,783 75	3,257,862 55	134,694,646 30	4,672,674 30	2,939,301 11
Erie and Pittsburgh,	3,395,000 00	15,125 83	3,410,125 83	16,913 49	214,400 00
Erie and Wyoming Valley,	3,000,000 00	546,761 42	3,546,761 42	105,244 99	180,000 00
Fair Hill,	.....	183,000 00	183,000 00	292 82	.....
Fairmont, Morgantown and Pittsburgh,	3,000,000 00	412,745 40	3,412,745 40	.....	135,000 00
Fall Brook,	170,000 00	222,449 89	392,449 89	595,714 08	19,200 00
Falls Creek,	.....	.....	.....	183 11	.....
Gettysburg and Harrisburg,	565,000 00	156,450 22	721,450 22	561 41	31,750 00
Greenlick,	.....	.....	.....	151 29	.....
Hanover and New Port,	.....	386,760 59	386,760 59	50,000 00	.....
Hanover and York,	150,000 00	5,851 46	155,851 46	1,150 92	6,000 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	57,706 25	757,706 25	58,221 83	28,000 00
Hunter's Run and Slate Belt,	.....	24,908 83	24,908 83	16,627 30	.....
Huntingdon and Broad Top Mountain,	2,896,500 00	76,155 52	2,972,655 52	184,032 91	140,315 00
Ironton,	.....	6,131 62	6,131 62	94,272 69	.....
Jamestown and Franklin,	798,000 00	1,173,489 54	1,971,489 54	8,374 44	55,860 00

a. It is proposed to issue $300,000 bonds at 4 per cent.

Digitized by Google

TABLE B.—DEBT AND INTEREST—Continued.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of cash and current assets.	Amount of interest accrued during year.
Jefferson,	$3,100,000 00		$3,100,000 00		
Johnsonburg,	200,000 00	$6,000 00	206,000 00	$7,908 32	12,000 00
Johnsonburg and Bradford,	420,000 00	81,666 35	501,666 35		
Junction,	725,000 00	9,108 89	734,108 89	27,811 79	27,125 00
Kane and Elk,		4,779 80	4,779 80	5,081 80	
Kensington and Tacony,				142 27	
Kishwaukee Mineral Springs,		454 07	454 07	532 02	
Ketner, St. Mary's and Shawmut,		53,014 87	53,014 87	13,734 85	
Kinzua Creek and Kane,	15,000 00		15,000 00	2,020 23	550 00
Kinzua Hemlock,		21,703 64	21,703 64		
Kinzua Valley,		15,806 80	15,806 80	645 47	
Kishacoquillas Valley,		3,000 00	3,000 00	982 17	150 00
Lackawanna and Montrose,		3,846 14	3,846 14		
Lancaster, Oxford and Southern,		3,663 77	3,663 77	831 09	
Lancaster and Reading Narrow Gauge,				16,664 89	
Lake Shore and Michigan Southern,	44,516,000 00	3,243,368 95	47,759,368 95	3,785,077 86	3,126,495 00
Lehigh and Lackawanna,	600,000 00		600,000 00		42,000 00
Lehigh and New England,	403,000 00	30,000 00	433,000 00	2,866 62	
Lehigh Valley,	35,110,000 00	4,686,844 10	39,796,844 10	5,695,025 10	1,998,990 00
Lewisburg and Tyrone,	294,174 65	24,508 32	318,682 97		14,708 73
Ligonier Valley,	75,000 00	5,107 67	80,107 67	3,959 74	3,750 00
Little Saw Mill Run,	140,500 00	4 00	140,504 00	25,144 83	2,107 50
Little Schuylkill Navigation,		21,227 94	21,227 94	66,278 31	
Loyalsock,		165,444 26	165,444 26		
Lykens Valley,				3,347 95	

Digitized by Google

McKeesport Connecting,		12,335 13	12,335 13	11,296 02	
Mahoning Valley,		218,914 84	218,914 84	7,256 17	
Mahoning State Line,				1,852 80	
Meadville, Conneaut Lake and Linesville,	200,000 00		200,000 00		10,000 00
Medix Run,		2,785 50	2,785 50	833 85	
Middletown and Hummelstown,		35,741 63	35,741 63		
Mifflin and Centre County,	200,000 00	6,503 50	206,503 50	10,775 57	12,000 00
Mill Creek and Mine Hill,		16,306 25	16,306 25	18,445 71	
Mine Hill and Schuylkill Haven,		3,149 38	3,149 38	26,686 73	
Monongahela Connecting,	200,000 00	11,960 28	211,960 28	61,431 79	12,000 00
Mohnsville and Adamstown,	4,050 00		4,050 00		
Mont Alto,	125,000 00	149,502 41	274,502 41	6,089 98	7,500 00
Montour,	100,000 00		100,000 00	18,420 57	6,000 00
Montrose,		10,616 05	10,616 05	1,438 04	
Mount Carbon and Port Carbon,		1,375 94	1,375 94	2,366 97	
Mount Carmel and Natalie,	175,000 00	136,221 89	311,221 89	321,303 11	
Mount Jewett, Kinzua and Ritersville,	60,000 00	30,470 59	90,470 59	31,873 48	3,875 00
Mount Jewett and Smethport,		40 75	40 75	2,040 93	
Mount Penn Gravity,	99,400 00	1,800 00	101,200 00	134 65	3,600 00
Mount Pleasant and Broadford,				612,298 08	
Nescopec,	200,000 00	101,244 54	301,244 54		10,000 00
Nesquehoning Valley,		1,900 10	1,900 10	267 77	
Neversink Mountain,	59,000 00	109,174 50	168,174 50	1,864 07	
New Castle and Beaver Valley,				51,362 49	
New Castle and Shenango Valley,	250,000 00	298 58	250,298 58	40 00	15,000 00
New Haven and Dunbar,		18,644 41	18,644 41	6,540 48	
Newport and Sherman's Valley,	141,555 00	79,840 46	221,395 46	2,316 82	
New York, Lake Erie and Western Coal,	3,000,000 00		3,000,000 00	563,998 11	
New York, Chicago and St. Louis,	19,425,000 00	575,137 01	20,000,137 01	822,770 64	777,000 00
New York and North Pennsylvania,	50,000 00	8,365 05	58,365 05		3,000 00
Nypano, c.					
New York, Susquehanna and Western,	12,927,000 00	806,171 62	13,733,171 62	233,430 14	717,587 02
Nittany Valley,	75,000 00	6,750 00	81,750 00	1,310 87	4,500 00
Northern Central,	14,043,000 00	1,295,549 07	15,338,549 07	925,399 49	783,575 00
North Bend and Kettle Creek,		110,194 04	110,194 04		
North East Pennsylvania,	400,000 00	539,347 45	939,347 45	264,376 58	20,000 00
North Pennsylvania,	7,200,000 00	360,560 22	7,560,560 22	325,787 63	484,500 00
North and West Branch,	1,500,000 00	2,292 50	1,502,292 50	646,656 69	90,000 00
Ohio and Baltimore Short Line,	500,000 00	1,165,432 11	1,665,432 11		25,000 00

c. Funded debt included in report of Erie Railroad.

Digitized by Google

TABLE B.—DEBT AND INTEREST—Continued.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of cash and current assets.	Amount of interest accrued during year.
Ohio Connecting,	.....	$726,047 09	$726,047 09	$121,943 85	.....
Olean, Oswego and Eastern,	$70,000 00	4,543 08	74,543 08	1,281 02	$4,200 00
Ontario, Carbondale and Scranton,	1,500,000 00	646,244 93	2,146,244 93	16,413 12	75,000 00
Oregon and Texas,	7,000 00	11,484 85	18,484 85	.....	.....
Pennsylvania,	83,655,840 00	20,042,894 96	103,698,734 96	20,992,366 77	4,839,611 11
Pennsylvania Company,	24,942,831 00	9,228,612 45	34,171,443 45	4,090,724 32	1,002,715 59
Pennsylvania and New York Canal and Railroad,	10,000,000 00	103,912 38	10,103,912 38	.....	530,000 00
Pennsylvania Schuylkill Valley,	7,000,000 00	18,638 11	7,018,638 11	1,850 70	350,000 00
Pennsylvania and North Western,	2,247,000 00	46,300 03	2,293,300 03	164,918 66	124,700 00
People's,	36,000 00	283 47	36,283 47	21,999 66	1,800 00
Perkiomen,	1,924,600 00	1,020,426 34	2,945,026 34	90,617 77	96,230 00
Perry County,	123,800 00	3,825 03	127,625 03	704 14	6,982 80
Philadelphia and Baltimore Central,	2,200,000 00	28,867 63	2,228,867 63	513,564 27	104,000 00
Philadelphia Belt Line,	.....	674 99	674 99	9,841 52	.....
Philadelphia and Chester Valley,	380,510 00	82,335 94	462,845 94	4,789 74	18,025 00
Philadelphia and Delaware County,	180,000 00	37,893 64	217,893 64	3,617 15	9,000 00
Philadelphia and Erie,	19,799,000 00	65,797 89	19,864,797 89	266,683 53	1,047,470 00
Philadelphia and Frankford,	497,000 00	235,327 24	732,327 24	500,912 44	19,024 70
Philadelphia, Germantown and Chestnut Hill,	1,263,000 00	18,940 00	1,281,940 00	12,732 21	56,835 00
Philadelphia, Germantown and Norristown,	.....	72,737 23	72,737 23	30,797 75	.....
Philadelphia, Harrisburg and Pittsburgh,	500,000 00	761,823 53	1,261,823 53	3,069 78	25,000 00
Philadelphia, Newtown and New York,	1,600,000 00	9,072 62	1,609,072 62	9,072 62	.....
Philadelphia and Reading,	160,738,533 92	14,830,541 41	175,569,075 33	9,642,845 60	4,366,050 80
Philadelphia and Reading Terminal,	.....	2,254,495 19	2,254,495 19	48,911 12	.....
Philadelphia and Trenton,	.....	2,156,388 96	2,156,388 96	37 50	.....

Digitized by Google

Philadelphia, Wilmington and Baltimore,	5,730,000 00	2,032,776 93	7,762,776 93	1,965,529 73	255,200 00
Pickering Valley,	332,300 00	612,496 14	944,796 14	131 91	23,261 00
Pine Creek,	3,500,000 00	296,629 20	3,796,629 20	4,309 59	210,000 00
Pittsburgh and Castle Shannon,	218,724 64	59,119 80	277,844 44	10,951 43	12,600 00
Pittsburgh, Chartiers and Youghiogheny,	688,000 00	8,428 72	696,428 72	55,144 21	34,040 00
Pittsburgh, Cincinnati, Chicago and St. Louis,	48,583,810 00	1,950,044 05	50,533,854 05	2,589,400 90	2,510,869 52
Pittsburgh and Connellsville,	20,648,224 00	7,303,042 32	27,951,266 32	151,031 03	1,178,893 44
Pittsburgh, Fort Wayne and Chicago,	12,410,000 00	796,187 33	13,206,187 33	802,665 23	868,709 00
Pittsburgh Junction,	1,740,000 00	259,162 45	1,999,162 45	168,271 69	101,142 81
Pittsburgh and Lake Erie,	4,000,000 00	672,066 69	4,672,066 69	1,049,050 16	220,000 00
Pittsburgh, Lisbon and Western,	105,123 00	7,358 96	112,481 96	7,560 49	.....
Pittsburgh, Marion and Chicago,	896,000 00	121,675 69	1,017,675 69	9,446 36	19,800 00
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00	.....	3,750,000 00	.....	225,000 00
Pittsburgh and Moon Run,	100,000 00	34,653 98	134,653 98	158 76	6,000 00
Pittsburgh and Northern,	.....	57,368 56	57,368 56	.....	.....
Pittsburgh, Shenango and Lake Erie,	4,354,657 51	1,321,021 66	5,675,679 17	401,035 45	161,750 00
Pittsburgh, Virginia and Charleston,	3,431,000 00	279,083 72	3,710,083 72	133,094 99	154,395 00
Pittsburgh and Western,	14,024,649 28	3,657,733 26	17,682,382 54	656,094 28	515,190 00
Pittsburgh, Youngstown and Ashtabula,	3,062,000 00	14,591 70	3,076,591 70	201,736 94	169,908 34
Pomeroy and Newark,	.....	230,317 46	230,317 46	.....	.....
Reading and Columbia,	2,000,000 00	1,103,954 26	3,103,954 26	238,638 03	110,000 00
Reading, Marietta and Hanover,	.....	82,587 11	82,587 11	.....	.....
Reynoldsville and Falls Creek,	170,000 00	183 11	170,183 11	3,492 51	10,200 00
Ridgway and Clearfield,	491,000 00	.....	491,000 00	13,147 36	24,550 00
River Front,	300,000 00	.....	300,000 00	30,450 26	13,080 00
Rochester, Beaver Falls and Western,	.....	.....	.....	1,370 51	.....
Rupert and Bloomsburg,	.....	38,325 75	38,325 75	21,091 20	.....
Saint Marys and South Western,	.....	95,420 26	95,420 26	96,309 61	.....
Salisbury,	150,000 00	35 00	150,035 00	3,808 16	10,500 00
Schuylkill and Lehigh,	1,000,000 00	25,052 59	1,025,052 59	.....	27,000 00
Schuylkill and Lehigh Valley,	2,000,000 00	.....	2,000,000 00	.....	100,000 00
Schuylkill River East Side,	4,500,000 00	.....	4,500,000 00	291,754 15	225,000 00
Schuylkill Valley Navigation Railroad,	.....	14,833 55	14,833 55	15,959 97	.....
Shamokin, Sunbury and Lewisburg,	2,000,000 00	.....	2,000,000 00	617,470 68	110,000 00
Shamokin Valley and Pottsville,	2,000,000 00	72,263 15	2,072,263 15	72,545 96	140,000 00
Sharon,	164,000 00	.....	164,000 00	7,890 09	7,380 00
Sharpsville,	.....	146,195 85	146,195 85	3,567 05	.....
Slate Run,	.....	8,345 42	8,345 42	16,615 04	.....
Somerset and Cambria,	599,500 00	.....	599,500 00	244,489 29	30,725 00
South Chester,	.....	3,565 23	3,565 23	67,100 53	.....
South Easton and Philipsburg,	.....	7,899 12	7,899 12	.....	.....

Digitized by Google

TABLE B.—DEBT AND INTEREST—Continued.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of cash and current assets.	Amount of interest accrued during year.
South Fork,	.....	$12,394 50	$12,394 50	$210 54	.....
South Shore,	.....	6,001 83	6,001 83	1,834 84	.....
South West Pennsylvania	$900,000 00	5,709 47	905,709 47	1,147,948 84	$63,000 00
Southern Pennsylvania Railway and Mining Company,	625,000 00	299,269 35	924,269 35	.....	43,750 00
State Line and Sullivan,	300,000 00	19,063 36	319,063 36	123,123 01	16,800 00
Stewartstown,	.....	9,900 00	9,900 00	1,316 93	.....
Stony Creek,	350,000 00	619,662 70	969,662 70	11,877 04	24,500 00
Sugar Run,	.....	534 11	534 11	10,255 92	.....
Sunbury, Hazleton and Wilkes-Barre,	2,350,000 00	7,549 64	2,357,549 64	135,658 35	131,600 00
Sunbury and Lewistown,	500,000 00	.....	500,000 00	71,054 18	35,000 00
Susquehanna and Buffalo,	.....	2,235 39	2,235 39	56 05	.....
Susquehanna and Clearfield,	285,000 00	141,646 67	426,646 67	3,128 50	14,250 00
Tamaqua, Hazleton and Northern,	.....	62,879 37	62,879 37	3,586 94	.....
Tladaghton and Fahnestalk,	.....	.....	.....	4,895 57	.....
Tioga,	789,500 00	342 00	789,842 00	.....	21,031 26
Tionesta Valley,	.....	6,833 23	6,833 23	2,608 97	.....
Tionesta Valley and Hickory Run,	.....	.....	.....	1,152 20	.....
Tionesta Valley and Salmon Creek,	.....	12,893 19	12,893 19	.....	.....
Tipton,	.....	1,093 65	1,093 65	11,098 14	.....
Trenton, Delaware Bridge Company,	350,000 00	1,820 00	351,820 00	21,155 28	26,500 00
Trenton Cut-Off,	1,200,000 00	10 00	1,200,010 00	.....	.....
Trescow,	.....	150,648 59	150,648 59	.....	.....
Tuscarora Valley,	180,000 00	3,695 77	183,695 77	1,719 58	.....
Tyrone and Clearfield,	1,000,000 00	25,000 00	1,025,000 00	38,439 55	50,000 00

Digitized by Google

Union,	.....	339,554 03	339,554 03	47,700 67	.....
Valley,	.....	23,628 62	23,628 62	16,555 56	.....
Waynesburg and Washington,	98,900 00	9,148 88	108,048 88	17,997 19	6,923 00
West Chester,	75,000 00	102 50	75,102 50	102 50	3,750 00
Western Maryland,	4,783,272 00	703,069 64	5,486,341 64	232,132 29	226,456 32
Western New York and Pennsylvania,	30,141,748 18	668,524 12	30,810,272 30	645,111 20	577,209 36
Western Pennsylvania,	4,004,100 00	25,049 00	4,029,149 00	827,670 22	185,048 75
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	796,852 12	6,296,852 12	.....	275,000 00
Wilcox,	.....	.....	.....	3,374 40	.....
Wilkes-Barre and Eastern,	3,000,000 00	188,243 57	3,188,243 57	.....	150,000 00
Wilkes-Barre and Harvey's Lake,	.....	192,846 25	192,846 25	.....	.....
Wilkes-Barre and Scranton,	500,000 00	85,055 91	585,055 91	.....	22,500 00
Williamsport and North Branch,	1,125,000 00	176,830 99	1,301,830 99	24,650 88	56,250 00
Williams Valley,	87,000 00	14,674 06	101,674 06	13,526 56	5,220 00
Wilmington and Northern,	772,500 00	203,044 82	975,544 82	195,174 76	38,618 75
Wind Gap and Delaware,	.....	131,486 26	131,486 26	50,000 00	.....
York Southern,	438,710 98	100,065 88	538,776 86	5,847 15	13,197 50
Youghiogheny Northern,	.....	.....	.....	5,022 61	.....
Total,	$897,086,938 18	$124,601,408 07	$1,021,688,346 25	$92,328,371 64	$38,552,503 61

Digitized by Google

TABLE C.—COST OF ROAD AND EQUIPMENT.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1896.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania,	$1,420,509 14		$1,420,509 14		
Allegheny and Kinzua, a,	1,000,642 92		1,000,642 92		
Allegheny and South Side,	7,750 00		7,750 00	$1,280 70	
Allegheny Valley,	41,235,712 09	$1,741,288 79	42,977,000 88	158,416 11	$6,689 54
Allentown,	1,085,747 94		1,085,747 94	241,277 32	
Allentown Terminal,	1,025,953 88		1,025,953 88	317,813 85	
Altoona, Clearfield and Northern,	82,489 91	20,912 52	103,402 43		
Altoona and Phillipsburg,	253,437 80	99,580 85	353,018 65	11,733 23	4,610 22
Arnot and Pine Creek,	258,350 74		258,350 74	21,838 61	
Bald Eagle Valley,	1,896,376 35		1,896,376 35	20,970 65	
Baltimore and Cumberland Valley,	149,500 00		149,500 00	32,857 14	
Baltimore and Cumberland Valley Extension,	500,000 00		500,000 00	18,853 70	
Baltimore and Harrisburg, a,	1,411,995 55		1,411,995 55	21,393 87	
Baltimore and Harrisburg Western Extension,	480,000 00		480,000 00	32,000 00	
Baltimore and Philadelphia,	9,840,000 00	20,953 83	9,860,953 83	165,879 97	353 23
Bangor and Portland,	411,491 66	110,783 46	522,275 12	12,657 39	3,407 67
Barclay Coal Company's Railroad,	450,000 00	32,967 08	482,967 08	32,097 00	2,375 00
Bear Rock,	18,587 20	6,614 60	25,201 80	7,434 88	2,645 84
Beaver and Ellwood,	104,675 29	8,483 52	113,158 81	20,893 28	1,693 32
Beaver Meadow, Trescow and New Boston,	35,872 50		35,872 50		
Bedford and Bridgeport,	2,305,188 87		2,305,188 87	46,882 02	
Beech Creek, a,	10,731,428 90		10,731,428 90		
Belvidere Delaware,	4,133,523 36		4,133,523 36	51,138 48	
Bellefonte Central, a,	574,810 24		574,810 24		
Berlin,	50,425 09		50,425 09		

Digitized by Google

Berlin Branch,	77,326 19		77,326 19	11,046 60	
Big Level and Kinzua,	208,303 85		208,303 85	19,467 65	
Bloomsburg and Sullivan, a,	1,200,000 00		1,200,000 00		
Bradford, Bordell and Kinzua, c,					
Bradford and West Pennsylvania,	36,970 00	9,409 77	46,379 77	5,281 43	1,344 25
Brockport and Shawmut,	21,195 26		21,195 26	10,093 10	
Brownstone and Middletown,	20,000 00	7,550 00	27,550 00	8,000 00	3,020 00
Buffalo, Bradford and Pittsburgh,	3,110,629 55		3,110,629 55	118,862 42	
Buffalo, Rochester and Pittsburgh,	18,122,625 49	4,364,309 46	22,486,934 95	63,432 37	15,275 84
Buffalo and Susquehanna, a,	3,043,874 37		3,043,874 37		
Bustleton,	100,000 00		100,000 00	24,039 00	
Cambria and Clearfield,	2,581,105 11		2,581,105 11	26,434 91	
Cammal and Black Forest,	82,462 00	11,452 31	93,914 31		
Catasauqua and Fogelsville,	576,919 99	135,150 00	712,069 99	21,210 29	4,968 75
Catawissa, a,	6,706,668 08		6,706,668 08		
Central Pennsylvania and Western, a,	6,240,650 00		6,240,650 00		
Central Railroad Company of Pennsylvania,	978,709 18	59,221 89	1,037,931 07		
Central Trunk,	12,500 00		12,500 00	2,376 43	
Chambersburg and Gettysburg, a,	200,000 00		200,000 00		
Chartiers,	1,134,543 26		1,134,543 26	49,848 12	
Chester Creek,	457,100 00		457,100 00	68,326 00	
Chester and Delaware River,	360,780 92		360,780 92	63,277 35	
Chestnut Hill,	120,650 00		120,650 00		
Clarion River,	140,085 44	14,901 78	154,987 22	11,673 79	1,241 81
Clearfield and Mahoning,	1,302,045 05	98,000 00	1,400,045 05	50,330 31	3,788 17
Cleveland and Pittsburgh,	14,874,123 48	4,105,652 26	18,979,775 74	74,993 06	20,700 07
Colebrookdale,	672,341 93		672,341 93		
Columbia and Port Deposit,	2,811,179 66		2,811,179 66	65,058 54	
Connecting,	3,575,134 34		3,575,134 34	529,649 53	
Cornwall,	677,694 45	189,941 41	867,635 86	52,488 12	14,991 43
Cornwall and Lebanon,	1,388,031 52	193,338 64	1,581,370 16	55,766 63	7,767 72
Confluence and Oakland,	232,534 60		232,534 60	11,803 79	
Coudersport and Port Allegheny,	499,531 41	30,700 00	530,231 41	11,100 70	682 22
Cresson and Irvona,	1,000,057 00		1,000,057 00	34,857 33	
Cumberland Valley,	1,825,871 28	266,732 52	2,092,603 80		
Delaware and Hudson Canal Company's Railroad,	4,077,064 81	1,952,150 56	6,029,215 37	54,506 21	16,363 36
Delaware, Lackawanna and Western,	17,313,767 00	8,307,377 62	25,621,144 62	88,966 48	42,687 32
Delaware River Railroad and Bridge Company,	2,305,591 23		2,305,591 23	626,519 35	

a. This amount includes cost of equipment.

c. This road was purchased under foreclosure proceedings for $62,833.85. No further data can be obtained from the company.

Digitized by Google

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1896.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Delaware, Susquehanna and Schuylkill,	$1,172,563 28	$974,039 27	$2,146,602 55	$24,423 22	$20,288 26
Dillsburg and Mechanicsburg,	215,793 53	.....	215,793 53	28,025 13	.....
Downingtown and Lancaster,	714,627 69	.....	714,627 69	19,016 17	.....
Dunkirk, Allegheny Valley and Pittsburgh,	4,278,761 67	262,725 00	4,541,486 67	47,226 95	2,899 83
Eaglesmere,	108,680 00	12,079 94	120,759 94	.....	.....
East Broad Top,	943,943 00	194,118 00	1,138 061 00	30,351 86	6,241 74
East Mahanoy,	497,792 68	.....	497,792 68	35,304 44	.....
East Pennsylvania,	1,905,586 01	.....	1,905,586 01	52,932 94	.....
Easton and Northern,	388,143 20	.....	388,143 20	47,683 00	.....
Ebensburg and Black Lick,	348,391 37	.....	348,391 37	23,619 75	.....
Elmira and Williamsport,	2,202,000 00	352,000 00	2,554,000 00	29,165 56	4,662 25
Ellwood Connecting,	63,443 48	.....	63,443 48	.....	.....
Ellwood Short Line,	716,839 66	.....	716,839 66	224,012 39	.....
Emporium and Rich Valley,	96,793 88	24,546 05	121,339 93	6,675 44	1,692 83
Engleside,	12,306 25	.....	12,306 25	72,389 71	.....
Erie,*	272,347,784 90	1,954,760 25	274,302,545 15	185,226 00	3,461 00
Erie and Pittsburgh,	3,200,280 66	1,895,725 18	5,096,005 84	37,886 59	22,442 59
Erie and Wyoming Valley,	5,268,379 07	137,532 83	5,405,911 90	67,353 34	1,758 28
Fair Hill,	331,300 58	.....	331,300 58	331,300 58	.....
Fairmont, Morgantown and Pittsburgh,	2,421,435 40	.....	2,421,435 40	42,038 81	.....
Fall Brook,	2,801,931 15	2,299,673 80	5,101,604 95	27,824 54	22,836 88
Falls Creek,	30,000 00	.....	30,000 00	10,000 00	.....
Gettysburg and Harrisburg,	1,118,284 59	95,302 93	1,213,587 52	32,320 36	2,754 42
Greenlick,	9,175 15	.....	9,175 15	.....	.....
Hanover and New Port,	388,626 82	.....	388,626 82	57,067 06	.....

Digitized by Google

Hanover and York,	532,276 48	.....	532,276 48	19,250 50	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09	.....	1,881,210 09	35,005 77	.....
Hunters Run and Slate Belt,	49,548 79	6,589 14	56,137 93	9,008 87	1,198 03
Huntingdon and Broad Top Mountain, a,	5,946,414 90	.....	5,946,414 90	.....	.....
Ironton,	183,000 00	17,000 00	200,000 00	20,333 33	1,888 89
Jamestown and Franklin,	2,658,760 75	.....	2,658,760 75	52,224 72	.....
Jefferson,	6,576,708 13	.....	6,576,708 13	147,162 86	.....
Johnsonburg,	400,953 34	.....	400,953 34	20,363 30	.....
Johnsonburg and Bradford,	921,666 35	.....	921,666 35	47,023 79	.....
Junction,	1,034,829 40	.....	1,034,829 40	290,682 42	.....
Kane and Elk,	55,241 84	18,380 00	73,621 84	.....	.....
Kensington and Tacony,	355,765 88	.....	355,765 88	51,710 15	.....
Kishwaukee Mineral Springs,	13,881 48	1,543 89	15,425 37	.....	.....
Ketner, St. Mary's and Shawmut,	49,067 89	8,425 00	57,492 89	5,451 98	936 11
Kinzua Creek and Kane,	56,205 28	22,362 47	78,567 85	.....	.....
Kinzua Hemlock, a,	145,570 07	.....	145,570 07	.....	.....
Kinzua Valley,	113,450 21	.....	113,450 21	11,345 02	.....
Kishacoquillas Valley,	73,710 86	5,453 00	79,163 86	.....	.....
Lackawanna and Montrose,	141,883 83	.....	141,883 83	13,538 53	.....
Lancaster, Oxford and Southern, a,	119,685 59	.....	119,685 59	.....	.....
Lancaster and Reading Narrow Gauge,	300,000 00	50,000 00	350,000 00	20,000 00	3,333 00
Lake Shore and Michigan Southern,	66,700,000 00	17,300,000 00	84,000,000 00	78,113 10	20,260 22
Lehigh and Lackawanna,	970,500 00	.....	970,500 00	38,208 66	.....
Lehigh and New England, a,	1,897,601 55	.....	1,897,601 55	.....	.....
Lehigh and Susquehanna,	15,439,242 18	.....	15,439,242 18	94,015 00	.....
Lehigh Valley,	18,305,970 75	22,983,832 29	41,289,803 04	56,969 00	71,528 00
Lewisburg and Tyrone,	1,566,287 94	.....	1,566,287 94	18,400 94	.....
Ligonier Valley,	250,944 36	30,440 20	281,384 56	.....	.....
Little Saw Mill Run,	191,642 61	146,382 31	338,024 92	63,880 87	48,794 19
Little Schuylkill Navigation,	2,405,943 75	.....	2,405,943 75	77,361 55	.....
Loyalsock,	465,444 26	.....	465,444 26	10,977 00	.....
Lykens Valley,	578,767 24	17,000 00	595,767 24	.....	.....
McKeesport Connecting,	19,143 16	32,907 49	52,050 65	33,005 45	56,737 05
Mahoning Valley,	72,297 03	186,861 64	259,158 67	38,252 40	98,868 59
Mahoning State Line,	98,147 20	.....	98,147 20	31,059 24	.....
Meadville, Conneaut Lake and Linesville,	400,000 00	.....	400,000 00	.....	.....
Medix Run,	54,247 23	12,057 96	66,305 19	6,382 00	1,418 52
Middletown and Hummelstown,	187,886 68	.....	187,886 68	28,467 68	.....

* This includes part of the equipment.

a. This amount includes cost of equipment.

Digitized by Google

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1896.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Mifflin and Centre County,	$372,439 39	.....	$372,439 39	$29,962 94	.....
Mill Creek and Mine Hill,	323,045 00	.....	323,045 00	9,879 00	.....
Mine Hill and Schuylkill Haven,	4,165,572 49	.....	4,165,572 49	80,416 46	.....
Monongahela Connecting,	711,305 99	$40,041 75	751,347 74	227,254 31	$12,792 89
Mohnsville and Adamstown,	59,556 16	.....	59,556 16	.....	.....
Mont Alto,	218,264 75	16,735 25	235,000 00	12,197 02	938 81
Montour,	117,029 29	82,970 71	200,000 00	.....	.....
Montrose,	332,486 18	41,308 13	373,794 31	.....	.....
Mount Carbon and Port Carbon,	282,815 45	.....	282,815 45	14,284 00	.....
Mount Carmel and Natalie,	124,249 30	.....	124,249 30	16,566 56	.....
Mount Jewett, Kinzua and Riterville,	77,670 30	.....	77,670 30	9,920 00	.....
Mount Jewett and Smethport,	63,581 55	13,050 76	76,632 31	8,365 99	1,717 20
Mount Penn Gravity,	115,389 89	29,488 95	144,878 84	14,423 75	3,686 12
Mount Pleasant and Broadford,	203,983 07	.....	203,983 07	21,029 18	.....
Mount Pleasant and Latrobe,	8,217 49	4,812 85	13,030 34	.....	.....
Nescopec,	460,395 28	.....	460,395 28	38,494 58	.....
Nesquehoning Valley,	1,420,238 33	.....	1,420,238 33	85,248 40	.....
Neversink Mountain,	161,273 16	65,619 69	226,892 25	20,154 85	8,178 59
New Castle and Beaver Valley,	700,000 00	.....	700,000 00	46,729 00	.....
New Castle and Shenango Valley,	541,093 40	.....	541,093 40	33,460 74	.....
New Haven and Dunbar,	9,420 23	9,732 80	19,153 03	.....	.....
Newport and Sherman's Valley,	300,009 93	49,401 45	349,411 38	9,781 87	1,610 73
New York, Lake Erie and Western Coal,	2,230,188 66	.....	2,230,188 66	45,945 38	.....
New York, Chicago and St. Louis,	46,086,157 92	3,720,846 50	49,807,004 42	91,449 86	7,383 36
New York and North Pennsylvania,	109,060 10	.....	109,060 10	21,812 02	.....

Digitized by Google

Nypano, d,	.....	.....	.....	.....	.....
New York, Susquehanna and Western,	31,180,290 15	2,566,258 25	33,746,548 40	192,067 82	15,807 92
Nittany Valley,	167,686 82	14,573 83	182,260 65	29,837 52	2,593 26
Northern Central,	15,338,658 84	5,502,337 13	20,840,995 97	103,471 79	37,117 76
North Bend and Kettle Creek,	153,973 24	27,546 00	181,519 24	.....	.....
North East Pennsylvania,	717,135 75	.....	717,135 75	25,074 67	.....
North Pennsylvania,	10,331,453 44	1,752,135 65	12,083,589 09	119,577 00	20,279 34
North and West Branch,	3,301,797 05	.....	3,301,797 05	69,046 36	.....
Ohio and Baltimore Short Line,	1,545,229 27	.....	1,545,229 27	166,153 68	.....
Ohio Connecting,	1,320,000 00	.....	1,320,000 00	403,669 72	.....
Olean, Oswago and Eastern,	140,000 00	.....	140,000 00	10,000 00	.....
Ontario, Carbondale and Scranton,	3,765,752 35	.....	3,765,752 35	70,178 02	.....
Oregon and Texas,	41,534 85	5,950 00	47,484 85	5,191 85	743 75
Pennsylvania,	75,813,940 61	39,753,063 52	115,567,004 13	143,109 98	75,039 77
Pennsylvania Company,	1,259,036 04	7,530,694 45	8,789,730 49	.....	.....
Pennsylvania and New York Canal and Railroad,	8,143,217 32	.....	8,143,217 32	58,711 00	.....
Pennsylvania Schuylkill Valley,	14,132,259 12	.....	14,132,259 12	108,526 03	.....
Pennsylvania and North Western,	4,130,241 52	386,800 98	4,517,042 50	.....	.....
Penn Gas Coal Company's Railroad,	347,148 62	30,738 62	377,887 24	34,714 86	3,073 86
People's,	99,246 07	27,287 29	126,533 36	.....	.....
Perkiomen,	2,085,578 35	4,257 03	2,089,835 38	54,170 87	110 57
Perry County,	214,763 56	8,128 50	222,892 06	9,502 81	359 61
Philadelphia and Baltimore Central,	4,060,923 02	.....	4,060,923 02	.....	.....
Philadelphia Belt Line,	190,833 47	.....	190,833 47	50,219 33	.....
Philadelphia and Chester Valley,	1,088,838 30	.....	1,088,838 30	50,643 64	.....
Philadelphia and Delaware County,	536,566 82	.....	536,566 82	54,034 40	.....
Philadelphia and Erie,	30,479,205 55	.....	30,479,205 55	105,992 51	.....
Philadelphia and Frankford,	731,414 80	.....	731,414 80	281,324 92	.....
Philadelphia, Germantown and Chestnut Hill,	2,528,751 06	.....	2,528,751 06	182,318 02	.....
Philadelphia, Germantown and Norristown,	1,639,872 33	367,988 09	2,007,860 42	79,605 45	17,863 49
Philadelphia, Harrisburg and Pittsburgh,	3,258,753 95	.....	3,258,753 95	80,264 87	.....
Philadelphia, Newtown and New York,	3,200,000 00	.....	3,200,000 00	.....	.....
Philadelphia and Reading,	88,054,618 03	20,764,157 76	108,818,775 79	260,902 57	61,523 45
Philadelphia and Reading Terminal,	11,268,381 19	.....	11,268,381 19	.....	.....
Philadelphia and Trenton,	4,014,349 46	.....	4,014,349 46	151,484 88	.....
Philadelphia, Wilmington and Baltimore, a,	15,849,082 86	.....	15,849,082 86	.....	.....
Pickering Valley,	481,399 08	.....	481,399 08	42,601 69	.....
Pine Creek,	4,678,580 47	.....	4,678,580 47	62,547 86	.....
Pittsburgh and Castle Shannon,	365,377 28	33,276 53	398,653 81	.....	.....

a. This amount includes cost of equipment.

d. Cost of road and equipment included in report of Erie Railroad.

Digitized by Google

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1896.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Pittsburgh, Chartiers and Youghiogheny,	$1,177,311 77	$221,316 35	$1,398,628 12	$74,797 44	$14,060 76
Pittsburgh, Cincinnati, Chicago and St. Louis, a.	93,743,340 37	.....	93,743,340 37	85,980 19	.....
Pittsburgh and Connellsville,	15,301,021 90	1,734,411 52	17,035,433 42	102,829 44	11,656 60
Pittsburgh, Fort Wayne and Chicago,	38,802,047 04	11,369,781 03	50,171,828 07	82,576 87	24,196 69
Pittsburgh Junction,	3,549,274 80	87,506 83	3,636,781 63	516,634 00	12,737 00
Pittsburgh and Lake Erie,	6,514,897 57	2,718,707 49	9,233,605 06	91,360 22	38,125 19
Pittsburgh, Lisbon and Western,	181,746 00	28,500 00	210,246 00	7,269 84	1,140 00
Pittsburgh, Mation and Chicago,	1,479,636 93	45,212 65	1,524,849 58	59,185 48	1,808 50
Pittsburgh, McKeesport and Youghiogheny,	7,326,603 21	383,046 79	7,709,650 00	74,845 26	3,913 04
Pittsburgh and Moon Run,	168,557 07	11,900 00	180,457 07	33,711 41	2,380 00
Pittsburgh and Northern,	150,000 00	.....	150,000 00	.....	.....
Pittsburgh, Shenango and Lake Erie,	8,717,444 58	1,310,362 56	10,027,807 14	57,556 08	8,651 54
Pittsburgh, Virginia and Charleston,	7,562,557 38	.....	7,562,557 38	97,795 90	.....
Pittsburg and Western, a,	25,240,609 45	.....	25,240,609 45	.....	.....
Pittsburgh, Youngstown and Ashtabula,	5,718,341 58	687,000 00	6,405,341 58	45,713 82	5,492 04
Plymouth,	286,545 19	.....	286,545 19	32,196 69	.....
Pomeroy and Newark,	502,056 25	.....	502,056 25	18,803 60	.....
Reading and Columbia,	2,199,207 53	245,241 18	2,444,448 71	41,739 69	4,653 53
Reading, Marietta and Hanover,	332,587 11	.....	332,587 11	52,791 60	.....
Reynoldsville and Falls Creek,	313,978 68	26,021 32	340,000 00	21,653 70	1,794 57
Ridgway and Clearfield,	987,503 26	.....	987,503 26	36,265 26	.....
River Front,	600,391 33	.....	600,391 33	155,541 80	.....
Rochester, Beaver Falls and Western,	48,125 76	.....	48,125 76	87,501 37	.....
Rupert and Bloomsburg,	60,961 81	.....	60,961 81	38,101 14	.....
Saint Marys and South Western,	304,941 66	111,560 57	416,502 23	14,138 52	5,282 23

Digitized by Google

Salisbury,	264,663 78	11,840 72	276,504 50	22,620 83	1,012 05
Schuylkill and Lehigh,	1,075,052 59	.....	1,075,052 59	24,433 01	.....
Schuylkill and Lehigh Valley,	4,000,000 00	.....	4,000,000 00	94,652 00	.....
Schuylkill River East Side,	9,000,000 00	.....	9,000,036 00	818,184 82	.....
Schuylkill Valley Navigation Railroad,	576,840 94	.....	576,840 94	18,789 00	.....
Shamokin, Sunbury and Lewisburg,	3,382,529 32	.....	3,382,529 32	108,756 57	.....
Shamokin Valley and Pottsville,	1,208,050 00	.....	1,208,050 00	40,565 82	.....
Sharon,	628,576 46	.....	628,576 46	23,756 00	.....
Sharpsville,	422,590 24	26,856 19	449,446 43	21,418 66	1,361 18
Shenango Valley,	127,787 33	.....	127,787 33	.....	.....
Slack Water Connecting,	4,800 00	5,200 00	10,000 00	.....	.....
Slate Run,	65,757 31	15,242 69	81,000 00	4,383 82	1,016 18
Somerset and Cambria,	1,342,016 69	.....	1,342,016 69	29,756 47	.....
South Chester,	186,464 70	.....	186,464 70	41,4[illegible]6 60	.....
South Easton and Phillipsburg,	82,899 12	.....	82,899 12	.....	.....
South Fork,	106,219 24	.....	106,219 24	13,081 00	.....
South Shore,	20,008 46	8,850 00	28,858 46	.....	.....
South West Pennsylvania,	2,519,595 63	.....	2,519,595 63	22,522 53	.....
Southern Pennsylvania Railway and Mining Company,	1,425,000 00	.....	1,425,000 00	66,588 79	.....
State Line,	15,005 19	.....	15,005 19	.....	.....
State Line and Sullivan,	729,151 78	.....	729,151 78	30,382 00	.....
Stewart,	7,114 20	.....	7,114 20	.....	.....
Stewartstown,	93,250 11	8,148 48	101,398 59	.....	.....
Stony Creek,	548,922 54	397 34	549,319 88	53,293 45	38 58
Sugar Run,	44,500 00	5,500 00	50,000 00	5,562 50	687 50
Sunbury, Hazleton and Wilkes-Barre,	3,535,123 71	.....	3,535,123 71	81,379 45	.....
Sunbury and Lewistown,	1,100,000 00	.....	1,100,000 00	.....	.....
Susquehanna and Buffalo, a,	32,213 38	.....	32,213 38	.....	.....
Susquehanna and Clearfield,	570,912 55	.....	570,912 55	22,928 25	.....
Tamaqua, Hazleton and Northern,	367,013 71	.....	367,013 71	37,072 09	.....
Tladaghton and Fahnestalk,	57,036 95	7,010 72	64,047 67	.....	.....
Tioga, a,	1,471,723 93	.....	1,471,723 93	.....	.....
Tionesta Valley,	322,199 78	69,503 30	391,703 08	5,155 19	1,112 05
Tionesta Valley and Hickory,	33,000 00	.....	33,000 00	6,600 00	.....
Tionesta Valley and Salmon Creek,	27,952 75	1,400 00	29,352 75	4,892 13	.....
Tipton,	43,250 00	.....	43,250 00	9,740 99	.....
Trenton Delaware Bridge Company,	648,900 00	.....	648,900 00	3,415,263 16	.....
Trenton Cut-Off,	1,300,000 00	.....	1,300,000 00	82,802 54	.....

a. This amount includes cost of equipment.

Digitized by Google

TABLE C.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1896.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Trescow,	$280,648 59	.....	$280,648 59	$37,122 82	.....
Tuscarora Valley b,	360,000 00	.....	360,000 00	.....	.....
Tyrone and Clearfield,	2,119,818 79	.....	2,119,818 79	15,759 56	.....
Union,	185,940 00	$162,140 00	348,080 00	.....	.....
Ursina and North Fork,	27,000 00	3,000 00	30,000 00	.....	.....
Valley,	27,181 82	3,312 00	30,493 82	.....	.....
Waynesburg and Washington,	149,990 25	50,764 72	200,754 97	5,328 25	$1,803 36
West Chester,	240,000 00	.....	240,000 00	45,977 00	.....
Western Maryland,	4,366,557 90	1,120,179 04	5,486,736 94	48,517 31	12,446 43
Western New York and Pennsylvania,	47,772,216 88	3,651,850 87	51,424,067 75	75,476 68	5,769 66
Western Pennsylvania,	6,602,304 97	.....	6,602,304 97	48,156 85	.....
Wheeling, Pittsburgh and Baltimore,	7,181,380 32	.....	7,181,380 32	116,171 20	.....
Wilcox,	21,625 60	.....	21,625 60	8,160 60	.....
Wilkes-Barre and Eastern, a,	6,073,087 51	.....	6,073,087 51	93,432 12	.....
Wilkes-Barre and Harvey's Lake,	342,846 25	.....	342,846 25	.....	.....
Wilkes-Barre and Scranton,	1,085,055 91	.....	1,085,055 91	223,722 86	.....
Williamsport and North Branch,	1,947,037 97	66,446 08	2,013,484 05	43,267 51	1,476 58
Williams Valley,	185,024 62	14,000 00	199,024 62	15,418 47	1,166 66
Wilmington and Northern,	2,225,632 37	465,044 25	2,690,676 62	25,173 99	5,260 09
Wind Gap and Delaware,	181,486 26	.....	181,486 26	18,239 82	.....
York Southern, a,	1,085,155 05	.....	1,085,155 05	.....	.....
Youghiogheny, Northern,	400,000 00	.....	400,000 00	.....	.....
Total,	$1,357,714,372 67	$178,355,728 68	$1,536,070,100 75		

b. "Cost of road" not being given, the amount of "capital stock outstanding" and "funded debt" is inserted. a. This amount includes cost of equipment.

Digitized by Google

TABLE D.—MILEAGE.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Addison and Pennsylvania,	41.00	5.00	.....	.....	.....	.....	46.00	35.50	.....	49.51
Allegheny and Kinzua,	25.00	18.00	.....	.....	.....	.....	43.00	24.00	.....	43.00
Allegheny and South Side,‖	.....	5.00	.....	.....	.....	.....	5.00	5.00	5.00	5.00
Allegheny Valley,	242.20	18.10	.....	.....	.....	.....	260.30	260.30	.....	402.09
Allentown,	4.50	.....	.....	.....	.....	.....	o	.....	.....	.....
Allentown Terminal,	3.27	.....	.....	.....	.....	.....	f	.....	.....	.....
Altoona, Clearfield and Northern,	13.00	.....	.....	.....	.....	.....	13.00	13.00	.....	13.00
Altoona and Philipsburg,	12.90	3.80	.....	.....	.....	.40	17.10	17.10	17.10	21.60
Arnot and Pine Creek,	11.83	.....	.....	.....	.....	.....	w	.....	.....	.....
Bald Eagle Valley,	51.20	39.23	.....	.....	.....	.....	n	.....	.....	.....
Baltimore and Cumberland Valley,	4.55	.....	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Cumberland Valley Extension,	26.52	.....	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Harrisburg,	58.70	7.30	.....	30.70	.....	.....	96.70	77.48	.....	112.37
Baltimore and Harrisburg Western Extension,	15.00	.....	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Philadelphia,	59.32	.....	.....	.....	.....	.....	59.32	20.40	.....	119.52
Bangor and Portland,	27.97	4.54	.....	8.00	.....	.....	40.51	40.51	.....	40.51
Barclay Coal Company's Railroad,	14.02	.....	.....	.....	.....	.....	14.02	14.02	.....	14.02
Bear Rock,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	2.50
Beaver and Ellwood,	2.91	2.10	.....	.....	.....	.....	i	.....	.....	.....
Beaver Meadow, Trescow and New Boston,	2.06	.....	.....	.....	.....	.....	2.06	2.06	2.06	2.61
Bedford and Bridgeport,	38.70	10.47	.....	.....	.....	.....	n	.....	.....	.....
Beech Creek,	113.02	36.71	.....	.....	.....	42.60	192.33	192.33	.....	267.04
Belvidere Delaware,	80.83	.....	.....	.....	.....	.....	n	.....	.....	.....

Digitized by Google

TABLE D.—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and [illegible]
	Main line.	Branches and spurs.								
Bellefonte Central,	20.00	5.50					25.50	25.50		28.50
Berlin,	8.00						8.00	8.00		8.00
Berlin Branch,	7.00						7.00	7.00		7.00
Big Level and Kinzua,	10.70	1.50					[illegible]			
Bloomsburg and Sullivan,	30.00						30.00	30.00		36.02
Bradford, Bordell and Kinzua,	25.23	6.87					32.10	32.10		39.02
Bradford and West Pennsylvania,	4.80	1.00					5.80	5.80		7.00
Brockport and Shawmut,	2.10						r			
Brownstone and Middletown,	2.50						2.50	2.50		4.53
Buffalo, Bradford and Pittsburgh,	26.17						r			
Buffalo, Rochester and Pittsburgh,	240.09	14.68	30.93	27.76		26.20	339.66	157.18	.55	495.50
Buffalo and Susquehanna,	88.83	13.23		10.08		43.00	155.14	130.06	25.34	170.10
Bustleton,	4.16						n			
Cambria and Clearfield,	48.35	49.29					n			
Cammal and Black Forest,	19.00	2.40					21.40	21.40	21.40	21.40
Catasauqua and Fogelsville,	27.20						27.20	27.20		33.00
Catawissa,	160.00						o			
Central Pennsylvania and Western,	30.00	1.00					31.00	31.00		31.00
Central Railroad Company of Pennsylvania,	27.30	4.00		5.00	2.00		38.30	38.30		38.30
Central Trunk,	5.26						d			
Chambersburg and Gettysburg,	10.00						10.00	10.00		10.00
Chartiers,	22.76						n			
Chester Creek,	6.69						n			
Chester and Delaware River,	5.70						5.70	5.70		10.[illegible]

Digitized by Google

Chestnut Hill,	4.00						o			
Clarion River,	12.00						12.00	12.00		12.00
Clearfield and Mahoning,	25.87						dd			
Cleveland and Pittsburgh,	198.34						s			
Colebrookdale,	12.80						o			
Columbia and Port Deposit,	43.21						n			
Connecting,	6.75						n			
Cornwall,	12.67						12.67	12.67		28.38
Cornwall and Lebanon,	21.66	3.23					24.89	24.89		45.86
Confluence and Oakland,	19.70						19.70	12.50		19.70
Coudersport and Port Allegheny,	40.00	5.00					45.00	45.00	23.00	53.00
Cresson and Irvona,	26.67	2.02					n			
Cumberland Valley,	82.18			62.75			144.98	87.30		210.22
Delaware and Hudson Canal Company's Railroad,	38.78	1.80		22.49		39.40	102.47	84.82		368.64
Delaware, Lackawanna and Western,	194.61			576.88		20.38	791.87	209.35		1,922.72
Delaware River Railroad and Bridge Company,	2.06						n			
Delaware, Susquehanna and Schuylkill,	30.63	17.38		.41	1.34	132.88	182.64	122.64		335.69
Dillsburg and Mechanicsburg,	7.70						u			
Downingtown and Lancaster,	37.58						n			
Dunkirk, Allegheny Valley and Pittsburgh,	90.60						90.60	48.30		107.60
Eaglesmere,	8.00						8.00	8.00		8.00
East Broad Top,	31.10			11.16			42.26	42.26		51.01
East Mahanoy,	14.10						o			
East Pennsylvania,	36.00						o			
Easton and Northern,	8.14						aa			
Ebensburg and Black Lick,	14.75						n			
Elmira and Williamsport,	75.50						t			
Ellwood Connecting,	.68						.68	.68		.68
Ellwood Short Line,	3.20						ee			
Emporium and Rich Valley,	10.00	4.50					14.50	14.50		14.50
Engleside,	.17						n			
Erie,*	446.63	97.24	615.94	576.30	92.41		1,828.52	408.82		3,478.32
Erie and Pittsburgh,	81.00	3.47					s			
Erie and Wyoming Valley,	48.28	29.94					78.22	78.22		136.19
Fair Hill,	1.00						n			
Fairmont, Morgantown and Pittsburgh,	56.60	1.00					57.60	23.46		57.60
Fall Brook,	53.00	47.70		74.80			175.50	160.50		228.55
Falls Creek,	3.00						3.00	3.00		3.00

Digitized by Google

TABLE D.—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Fayette County,	12.66						bb			
Gettysburg and Harrisburg,	34.60						34.60	34.60		38.60
Greenlick,	3.80						3.80	3.80	3.80	3.80
Hanover and Newport,	3.41	3.40					6.81	6.81		8.91
Hanover and York,	27.65						n			
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15					n			
Hunter's Run and Slate Belt,	5.50			8.00			13.50	13.50		13.50
Huntingdon and Broad Top Mountain,	45.00	18.30					63.30	63.30		83.50
Ironton,	9.00						9.00	9.00		12.00
Jamestown and Franklin,	50.91						d			
Jefferson,	36.51	8.18					r			
Johnsonburg,	19.69						n			
Johnsonburg and Bradford,	19.60						dd			
Junction,	3.56						n			
Kane and Elk,	10.00						10.00	10.00	10.00	
Kensington and Tacony,	5.13	1.75					n			
Kishwaukee Mineral Springs,	5.00						5.00	5.00	5.00	5.00
Ketner, St. Mary's and Shawmut,	9.00						9.00	9.00	9.00	14.00
Kinzua Creek and Kane,	9.00						9.00	9.00		14.00
Kinzua Hemlock,	8.50	4.43					y			
Kinzua Valley,	10.00						10.00	10.00		12.25
Kishacoquillas Valley,	9.20						9.20	9.20		9.50
Lackawanna and Montrose,	10.48						10.48	10.48		11.79
Lancaster, Oxford and Southern,	20.00						20.00	20.00		20.50

Digitized by Google

Lancaster and Reading Narrow Gauge,	15.00						15.00	15.00		21.00
Lake Shore and Michigan Southern,	540.49	313.40	263.45	322.56			1,439.90	102.49		2,656.32
Lehigh and Lackawanna,hh,	37.43						37.43	37.43		43.63
Lehigh and New England,	55.62	.80					ff			
Lehigh and Susquehanna,hh,	239.38						239.38	239.38	1.24	483.96
Lehigh Valley,	233.18	88.15	828.14	139.32	31.19	96.74	1,416.72	644.62		2,796.81
Lewisburg and Tyrone,	77.74	7.38					n			
Ligonier Valley,	10.50						10.50	10.50		15.60
Little Saw Mill Run,	3.00						3.00	3.00		4.50
Little Schuylkill Navigation,	28.10	3.00					o			
Loyalsock,	30.80	11.60					ff			
Lykens Valley,	19.70						t			
McKeesport Connecting,	.58						.58	.58		1.08
Mahoning Valley,	1.89					8.07	9.96	9.96		13.00
Mahoning State Line,	3.16						i			
Meadville, Conneaut Lake and Linesville,	21.50	2.40					z			
Medix Run,	8.00	.50					8.50	8.50	8.50	9.50
Middletown and Hummelstown,	6.60						6.60	6.60		8.80
Mifflin and Centre County,	12.43						n			
Mill Creek and Mine Hill,	32.70						o			
Mine Hill and Schuylkill Haven,	51.80						o			
Monongahela Connecting,	.90	2.23					3.13	3.13		5.02
Mohnsville and Adamstown,	8.00						8.00	8.00	8.00	8.00
Mont Alto,	17.89						17.89	17.89		19.89
Montour,	11.00						11.00	11.00		14.50
Montrose,	28.00						28.00	28.00		32.00
Mount Carbon and Port Carbon,	19.80						o			
Mount Carmel and Natalie,	7.50						o			
Mount Jewett, Kinzua and Ritersville,	5.00	2.83		12.93			20.76	20.76	2.36	22.46
Mount Jewett and Smethport,	7.60						7.60	7.60	2.60	10.54
Mount Penn Gravity,	8.00						8.00	8.00		8.24
Mount Pleasant and Broadford,	9.70						bb			
Mount Pleasant and Latrobe,	.66						.66	.66		.66
Nescopec,	11.96						n			
Nesquehoning Valley, hh,	16.66						f			
Neversink Mountain,	8.00						8.00	8.00		8.00
New Castle and Beaver Valley,	14.98						s			
New Castle and Butler,	2.50						2.50	2.50		2.50
New Castle and Shenango Valley,	16.20						h			
New Haven and Dunbar,	4.39						4.39	4.39		9.19
Newport and Sherman's Valley,	28.50						28.50	28.50		30.67

Digitized by Google

TABLE D.—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
New York, Lake Erie and Western Coal,	31.05	17.50	.....	.....	.....	.....	r	.....	.....	.....
New York, Lackawanna and Western,	6.41	.....	.....	.....	.....	.....	j	.....	.....	.....
New York, Chicago and St. Louis,	494 72	9.23	.....	17.80	.....	10.00	531.75	45.09	.....	723.28
New York and North Pennsylvania,	5.00	.....	.....	.....	.....	.....	g	.....	.....	.....
Nypano,	388.04	41.55	.....	174.09	.....	.....	r	.....	.....	.....
New York, Susquehanna and Western,	101.00	38.84	.....	4.80	40.15	2.55	187.34	18.29	.....	268.01
Nittany Valley,	4.75	.....	.....	.....	.....	.....	4.75	4.75	.....	5.62
Northern Central,	136.82	11.42	.....	124.98	99.61	.....	372.83	222.51	.....	713.64
North Bend and Kettle Creek,	13.54	9.64	.....	.....	.....	.....	23.18	23.18	7.50	24.93
North East Pennsylvania,	25.60	.....	.....	.....	.....	.....	25.60	25.60	.....	28.40
North Pennsylvania,	86.40	.....	.....	.....	.....	.....	o	.....	.....	.....
North and West Branch,	43.13	4.69	.....	.....	.....	.....	n	.....	.....	.....
Ohio and Baltimore Short Line,	9.30	.....	.....	.....	.....	.....	9.30	9.30	.....	9.30
Ohio Connecting,	2.75	.52	.....	.....	.....	.....	a	.....	.....	.....
Olean, Oswago and Eastern,	14.00	.....	.....	.....	.....	.....	14.00	14.00	.....	14.00
Ontario, Carbondale and Scranton,	53.66	.....	.....	.....	.....	.....	53.66	50.75	.....	53.66
Oregon and Texas,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
Pennsylvania,	329.66	200.10	.....	451.25	1,715.72	.....	2,696.73	2,257.87	21.28	5,767.34
Pennsylvania Company,	.....	.....	38.06	764.93	405.32	16.86	1,225.17	207.64	.....	1,225.17
Pennsylvania and New York Canal and Railroad,	96.52	42.18	.....	.....	.....	.....	ff	.....	.....	.....
Pennsylvania Schuylkill Valley,	101.30	28.92	.....	.....	.....	.....	n	.....	.....	.....
Pennsylvania and North Western,	61.43	14.16	.....	.....	.....	.....	75.59	75.59	.83	141.56
Penn Gas Coal Company's Railroad,	10.00	.....	.....	.....	.....	.....	10.00	10.00	.....	15.00
People's,	4.61	.....	.....	.....	.....	.....	4.61	4.61	.....	4.61

Digitized by Google

Perkiomen,	38.50						38.50	38.50		48.59
Perry County,	22.60						22.60	22.60		23.20
Philadelphia and Baltimore Central,	72.05	1.63					h			
Philadelphia Belt Line,	2.66	1.14				2.00	5.80	5.80		6.35
Philadelphia and Chester Valley,	21.50						21.50	21.50		24.80
Philadelphia and Delaware County,	9.93						h			
Philadelphia and Erie,	287.56						n			
Philadelphia and Frankford,	2.60						o			
Philadelphia, Germantown and Chestnut Hill,	6.75	7.12					n			
Philadelphia, Germantown and Norristown,	6.40	14.23					o			
Philadelphia, Harrisburg and Pittsburgh,	40.60						o			
Philadelphia, Newtown and New York,	20.90	1.25					22.15	22.15		23.15
Philadelphia and Reading,	98.40	239.10		546.02			883.52	849.82		2,104 14
Philadelphia and Reading Terminal,	.97	.35					o			
Philadelphia and Trenton,	23.66	2.84					n			
Philadelphia, Wilmington and Baltimore,	94.89	21.91			551.62		668.42	103.96		1,085.76
Pickering Valley,	11.30						o			
Pine Creek,	74.80						cc			
Pittsburgh and Castle Shannon,	6.50						6.50	6.50		9.50
Pittsburgh, Chartiers and Youghiogheny,	15.74					1.40	17.14	15.74		31.15
Pittsburgh, Cincinnati, Chicago and St. Louis,	942.16	148.13		195.72	57.14	59.47	1,402.62	70.72		2,262.59
Pittsburgh and Connellsville,	146.70	2.10					148.80	146.50		148.80
Pittsburgh, Fort Wayne and Chicago,	468.32	1.57					s			
Pittsburgh Junction,	4.47	2.40					6.87	6.87		21.39
Pittsburgh and Lake Erie,	68.00	3.31		103.96	1.92		177.19	165.97	2.21	431.13
Pittsburgh, Lisbon and Western,	25.00				3.00		28.00	12.10		31.00
Pittsburg Marion and Chicago, **										
Pittsburgh, McKeesport and Youghiogheny,	84.48	13.41					1			
Pittsburgh and Moon Run,	5.00						5.00	5.00		7.00
Pittsburgh and Northern,	3.30						3.33	3.30		3.40
Pittsburgh, Shenango and Lake Erie,	106.70	44.76		22.75		12.90	187.11	180.11		212.81
Pittsburgh, Virginia and Charleston,	53.19	24.14					n			
Pittsburgh and Western,	197.30	13.00			133.20		343.50	223.22		519.82
Pittsburgh, Youngstown and Ashtabula,	123.90	1.19					s			
Plymouth,	8.90						o			
Pomeroy and Newark,	26.70						n			

Digitized by Google

TABLE D.—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Reading and Columbia,	39.50	13.20	6.30	.....	.....	.....	59.00	59.00	.....	76.00
Reading, Marietta and Hanover,	6.30	.....	.....	.....	.....	.....	gg	.....	.....	.....
Reynoldsville and Falls Creek,	14.55	.....	.....	.....	.....	.....	14.50	14.50	.....	28.35
Ridgway and Clearfield,	27.23	.....	.....	.....	.....	.....	n	.....	.....	.....
River Front,	3.62	.24	.....	.....	.....	.....	n	.....	.....	.....
Rochester, Beaver Falls and Western,	.55	.....	.....	.....	.....	.....	s	.....	.....	.....
Rupert and Bloomsburg,	1.60	.....	.....	.....	.....	.....	1.60	1.60	.....	2.30
Saint Mary's and South Western,	21.12	.....	.....	.....	.....	.....	21.12	21.12	.....	24.50
Salisbury,	8.60	3.10	.....	.....	.....	.....	11.70	11.70	.....	11.70
Schuylkill and Lehigh,	44.00	.....	.....	.....	.....	.....	o	.....	.....	.....
Schuylkill and Lehigh Valley,	39.57	2.69	.....	.....	.....	.....	ff	.....	.....	.....
Schuylkill River East Side,	11.00	.....	.....	.....	.....	.....	11.00	11.00	.....	39.46
Schuylkill Valley Navigation Railroad,	30.70	.....	.....	.....	.....	.....	o	.....	.....	.....
Shamokin, Sunbury and Lewisburg,	31.10	.....	.....	.....	.....	.....	o	.....	.....	.....
Shamokin Valley and Pottsville,	27.30	2.48	.....	.....	.....	.....	n	.....	.....	.....
Sharon,	16.34	10.12	.....	.....	.....	.....	r	.....	.....	.....
Sharpsville,	17.00	2.73	.....	.....	.....	.....	19.73	19.73	.....	21.73
Shenango Valley,	1.95	.....	.....	.....	.....	.....	d	.....	.....	.....
Slack Water Connecting,‖	1.00	.....	.....	.....	.....	.....	1.00	1.00	.....	1.00
Slate Run,	13.00	2.00	.....	.....	.....	.....	15.00	15.00	.....	15.00
Somerset and Cambria,	45.10	.....	.....	.....	.....	.....	45.10	45.10	.....	45.10
South Chester,	2.72	1.78	.....	.....	.....	.....	n	.....	.....	.....
South Easton and Philipsburg,	.70	.....	.....	.....	.....	.....	.70	.35	.....	.70
South Fork,	8.12	.....	.....	.....	.....	.....	n	.....	.....	.....
South Shore,	1.25	.....	.....	.....	.....	.....	1.25	1.25	1.25	1.25

Digitized by Google

South West Pennsylvania,	44.79	67.08				n			
Southern Pennsylvania Railway and Mining Company,	21.40					u			
State Line,	2.20					ii			
State Line and Sullivan,	24.00					ff			
Stewart,	.32					d			
Stewartstown,	7.20					7.20	7.20		8.30
Stony Creek,	10.30					10.30	10.30		12.94
Sugar Run,	8.00				10.00	18.00	18.00		19.50
Sunbury, Hazleton and Wilkes-Barre,	43.44					n			
Sunbury and Lewistown,	43.45					n			
Susquehanna and Buffalo,	1.50					1.50	1.50		1.60
Susquehanna and Clearfield,	22.78	2.11				n			
Tamaqua, Hazleton and Northern,	9.90				2.37	9.90	9.90		13.77
Tiadaghton and Fahnestalk,	5.00	1.62				6.62	6.62		8.54
Tioga,	42.82	3.57		18.33	41.62	106.34	58.22		126.09
Tionesta Valley,	47.25	15.25				62.50	62.50	7.75	75.00
Tionesta Valley and Hickory,	5.00					5.00	5.00		5.00
Tionesta Valley and Salmon Creek,	6.00					6.00	6.00		6.00
Tipton,	4.44					n			
Trenton Delaware Bridge Company,	.19					n			
Trenton Cut-Off,	15.70					n			
Trescow,	7.56					f			
Tuscarora Valley,	27.00					27.00	27.00	9.50	27.00
Tyrone and Clearfield,	49.63	84.88				n			
Union,	1.14	1.02				2.16	2.16	2.16	10.10
Ursini and North Fork,	4.00					4.00	4.00		4.00
Valley,	5.75					5.75	5.75	5.75	5.75
Waynesburg and Washington,	28.15					28.15	28.15		30.29
West Chester,	5.22					n			
Western Maryland,	90.00			48.40	2.70	141.10	31.57		178.03
Western New York and Pennsylvania	400.57	17.40	188.89		36.30	643.16	315.05		854.67
Western Pennsylvania,	70.63	66.47				n			
Wheeling, Pittsburgh and Baltimore,	61.80					61.80	50.30		61.80
Wilcox,	2.65					n			
Wilkes-Barre and Eastern,	65.00					65.00	65.00		80.00
Wilkes-Barre and Harvey's Lake,	14.06	1.12				ff			
Wilkes-Barre and Scranton,	4.85					f			
Williamsport and North Branch,	44.40	.60				45.00	45.00		55.00
Williams Valley,	12.00					12.00	12.00		12.00

Digitized by Google

TABLE D.—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Wilmington and Northern,	71.50	16.91	.....	.....	.....	3.89	92.30	68.29	.....	119.83
Wind Gap and Delaware,	9.95	.....	.....	.....	.....	.....	9.95	9.95	.....	9.95
York Southern,	41.00	.....	.....	.....	.....	.....	41.00	41.00	.....	43.69
Youghiogheny, Northern,	2.00	.....	.....	.....	.....	.....	m	.....	.....	.....
Total,	11,522.94	2,228.27	1,940.78	4,362.17	3,134.62	609.73	19,560.32	10,654.38	203.18	33,607.31

This road does only a switching business.
a. Indicates roads are operated by Pittsburgh, Cincinnati, Chicago and St. Louis railroad.
b. Indicates roads are operated by Baltimore and Harrisburg railroad.
c. Indicates roads are operated by Coudersport and Port Allegheny railroad.
d. Indicates roads are operated by Lake Shore and Michigan Southern railroad.
e. Indicates roads are operated by Erie and Wyoming Valley railroad.
f. Indicates roads are operated by Lehigh and Susquehanna railroad.
g. Indicates roads are operated by Addison and Pennsylvania railroad.
h. Indicates roads are operated by Philadelphia, Wilmington and Baltimore R. R.
i. Indicates roads are operated by Pittsburgh and Lake Erie railroad.
j. Indicates roads are operated by Delaware, Lackawanna and Western railroad.
k. Indicates roads are operated by New York, Pennsylvania and Ohio railroad.
l. Indicates roads are operated by Tionesta Valley railroad.
m. Indicates roads are operated by Pittsburgh, McKeesport and Youghiogheny railroad.
n. Indicates roads are operated by Pennsylvania railroad.
o. Indicates roads are operated by Philadelphia and Reading railroad.
p. Indicates roads are operated by Western New York and Pennsylvania R. R.
q. Indicates roads are operated by Western Maryland railroad.
r. Indicates roads are operated by Erie railroad.
s. Indicates roads are operated by Pennsylvania Company.
t. Indicates roads are operated by Northern Central railroad.
u. Indicates roads are operated by Cumberland Valley railroad.
v. Indicates roads are operated by Bradford, Bordell and Kinzua railroad.
w. Indicates roads are operated by Tioga railroad.
x. Indicates roads are operated by Bradford, Eldred and Cuba railroad.
y. Indicates roads are operated by Mt. Jewett, Kinzua and Ritterville railroad.
z. Indicates roads are operated by Pittsburgh, Shenango and Lake Erie railroad.
& Indicates roads are operated by Rupert and Bloomsburg railroad.
aa. Indicates roads are operated by Bangor and Portland railroad.
bb. Indicates roads are operated by Pittsburgh and Connellsville railroad.
cc. Indicates roads are operated by Falls Brook railroad.
dd. Indicates roads are operated by Buffalo, Rochester and Pittsburgh railroad.
ee. Indicates roads are operated by Pittsburgh and Western Railroad.
ff. Indicates roads are operated by Lehigh Valley railroad.
gg. Indicates roads are operated by Reading and Columbia railroad.
hh. Indicates roads are operated by Central Railroad of New Jersey.
ii. Indicates roads are operated by Wellsboro, Coudersport and Pine Creek railroad.
**The mileage of the Pittsburgh, Marion and Chicago railroad is included in that of the Pittsburg, Lisbon and Western.
*The mileage of the Nypano railroad is included under the head of "proprietary companies."

Digitized by Google

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned and leased.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Addison and Pennsylvania,	3	5	20	.....	25	.....	.....	85	$35,886 69	$1 35
Allegheny and Kinzua,	2	.....	76	1	77	.....	.....	23	9,285 37	.....
Allegheny and South Side,	1	.....	.....	.....	.....	.....	.....	8	4,095 00	.....
Allegheny Valley,	85	69	2,893	105	3,067	.....	.....	1,960	1,118,174 26	1 79
Allentown,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Allentown Terminal,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Altoona, Clearfield and Northern,	3	9	21	.....	30	.....	.....	17	9,456 00	.....
Altoona and Phillipsburg,	2	6	200	.....	209	.....	100	78	25,732 62	.....
Bald Eagle Valley,	.....	.....	.....	.....	.....	.....	.....	5	600 00	38
Baltimore and Harrisburg,	3	9	75	10	92	.....	.....	288	92,449 63	1 29
Baltimore and Philadelphia,	3	5	7	1	13	.....	.....	657	369,543 10	1 65
Bangor and Portland,	7	10	23	28	61	.....	.....	127	50,593 86	1 58
Barclay Coal Company's Railroad,	5	3	21	2	26	.....	.....	30	14,867 67	.....
Bear Rock,	1	1	3	.....	4	.....	.....	2	800 00	1 32
Bedford and Bridgeport,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Beech Creek,	47	11	3,850	29	3,890	.....	.....	796	461,936 00	1 85
Belvidere Delaware,	.....	.....	.....	.....	.....	.....	.....	3	1,600 00	.....
Bellefonte Central,	3	9	52	.....	61	.....	.....	38	11,629 56	.....
Berlin,‖	.....	.....	.....	.....	.....	.....	.....	10	4,777 35	1 44
Big Level and Kinzua,	.....	.....	.....	.....	.....	.....	.....	7	2,652 85	.....
Berlin Branch,	.....	.....	.....	.....	.....	.....	.....	9	1,480 00	.....
Bloomsburg and Sullivan,	4	8	.....	18	26	.....	.....	40	20,095 93	1 60
Bradford, Bordell and Kinzua,	6	10	141	2	153	.....	.....	57	28,443 13	1 74

Digitized by Google

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned and leased.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Bradford and West Pennsylvania,	2		37	1	38			7	$2,127 40	
Brownstone and Middletown,	4	3	6	28	37			13	4,432 80	$1 36
Buffalo, Rochester and Pittsburgh,	127	54	7,196	243	7,493		403	2,284	1,389,031 65	1 89
Buffalo and Susquehanna,	16	14	760	5	779			408	205,211 36	1 71
Bustleton,								3		
Cambria and Clearfield,								5		
Cammal and Black Forest,	2	1	21		22			27	8,739 46	1 87
Catasauqua and Fogelsville,	6	6	6	2	14			45	18,934 80	1 48
Catawissa,								3	6,600 00	
Central Pennsylvania and Western,	2	2	8		10			51	13,692 73	1 31
Central Railroad Company of Pennsylvania,	4	6	38	3	47		30	69	27,511 00	
Chambersburg and Gettysburg,			4		4			1	216 25	1 00
Chartiers,								3		
Chester Creek,								3		
Chester and Delaware River,								30	13,881 12	1 71
Chestnut Hill,								2	2,000 00	
Clarion River,	1	3	8		11			27	11,328 08	
Clearfield and Mahoning,								6		
Cleveland and Pittsburgh,								4	7,000 00	5 59
Columbia and Port Deposit,								2		
Connecting,								5		
Cornwall,	5	9	28	9	46			61	34,729 83	1 75

Digitized by Google

Cornwall and Lebanon,	10	17	19	26	62			172	71,365 40	1 66
Confluence and Oakland,‖								18	8,649 85	1 43
Coudersport and Port Allegheny,	3	5	56		61			49	24,144 56	1 78
Cresson and Irvona,								5		
Cumberland Valley,	32	63	641	55	759			762	414,438 44	1 72
Delaware and Hudson Canal Company's Railroad,	101	109	4,722	118	4,949			1,155	653,974 90	1 80
Delaware, Lackawanna and Western,	246	229	16,571	321	17,121	604		4,818	2,467,823 76	1 80
Delaware River Railroad and Bridge Company,								7		
Delaware, Susquehanna and Schuylkill,	28	5	1,520	64	1,589			294	216,516 51	1 97
Dillsburg and Mechanicsburg,								2	50 00	
Downingtown and Lancaster,								3		
Dunkirk, Allegheny Valley and Pittsburgh,	11	17	114	8	139		34	216	121,075 36	1 78
Eaglesmere,	3	3	3	23		26				
East Broad Top,	8	13	300	8	321			112	43,887 51	
East Mahanoy,								4		
East Pennsylvania,								4		
Ebensburg and Black Lick,								5		
Elmira and Williamsport,								2	3,200 00	5 10
Emporium and Rich Valley,	1	1	56		57			9	4,491 68	1 75
Erie,	689	667	30,795	355	31,817		16,529	20,566	12,572,207 06	
Erie and Pittsburgh,								1	2,500 00	6 85
Erie and Wyoming Valley,	39	20	1,163	95	1,278		1,106	469	245,572 58	1 74
Fairmont, Morgantown and Pittsburgh,*								154	74,705 99	1 48
Fall Brook,	73	34	3,373	62	3,469	25		1,104	597,730 11	
Falls Creek,									5,810 89	
Gettysburg and Harrisburg,	3	13	2		15			82	34,514 04	1 35
Greenlick,	1		24		24			5	150 00	
Hanover and New Port,								13	3,464 08	
Hanover and York,								5		
Harrisburg, Portsmouth, Mt. Joy and Lancaster,								2	1,700 00	2 72
Hunter's Run and Slate Belt,	3	3	5		8		7	14	3,955 00	1 31
Huntingdon and Broad Top Mountain,	24	10	2,625	56	2,691		2,405	356	188,416 05	
Ironton,	2							20	8,447 75	1 60
Jamestown and Franklin,								3	750 00	2 72
Johnsonburg,								2		
Johnsonburg and Bradford,								3		
Junction,								32	15,769 42	1 48

Digitized by Google

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned and leased.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Kane and Elk,	3	.....	28	2	30	.....	.....	15	$4,436 82	.....
Kensington and Tacony,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Kishwaukee Mineral Springs,	1	.....	7	.....	7	.....	.....	16	4,653 00	.....
Ketner, St. Mary's and Shawmut,	1	.....	15	.....	15	.....	.....	17	4,0 4 01	.....
Kinzua Creek and Kane,	3	.....	17	.....	17	.....	.....	25	7,014 12	.....
Kinzua Valley,	1	.....	10	.....	10	.....	.....	14	4,659 58	$1 13
Kishacoquillas Valley,	1	2	1	.....	3	.....	.....	21	4,353 00	1 25
Lackawanna and Montrose,	1	.....	.....	.....	.....	.....	.....	20	8,341 65	1 51
Lancaster, Oxford and Southern,	2	3	20	.....	23	.....	.....	27	11,103 96	1 47
Lancaster and Reading Narrow Gauge	2	3	.....	.....	3	.....	.....	23	9,818 10	.....
Lake Shore and Michigan Southern,	554	419	19,434	735	20,588	2,770	372	13,893	7,99 ,372 51	1 78
Lehigh and Lackawanna,	.....	.....	.....	.....	.....	.....	.....	42	15,4 7 32	.....
Lehigh and New England,	.....	.....	.....	.....	.....	.....	.....	3	4,500 00	4 79
Lehigh and Susquehanna,	.....	.....	.....	.....	.....	.....	.....	2 202	1,685,263 26	1 82
Lehigh Valley,	730	381	47,899	1,616	49,896	2,478	6,352	16,763	8,373,924 76	1 87
Lewisburg and Tyrone,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Ligonier Valley,	3	7	10	2	19	.....	.....	63	23,398 59	1 96
Little Saw Mill Run,	4	1	155	.....	156	.....	.....	37	18,867 33	2 09
Little Schuylkill Navigation,	.....	.....	.....	.....	.....	.....	.....	2	3,200 00	5 11
Lykens Valley,	.....	.....	.....	.....	.....	.....	.....	4	1,200 00	98
McKeesport Connecting,	4	.....	56	.....	56	.....	.....	47	23,780 83	2 17
Mahoning Valley,	1	1	402	.....	403	.....	.....	18	7,125 31	1 96
Medix Run,	2	.....	24	.....	24	.....	.....	13	4,023 96	1 69

Digitized by Google

Middletown and Hummelstown,								12	4,842 00	1 94
Mifflin and Centre County,								5		
Mill Creek and Mine Hill,								3	450 00	
Mine Hill and Schuylkill Haven,								4	4,300 00	3 43
Monongahela Connecting,	7		29	4	33			115	75,478 23	2 12
Mont Alto,	2	1		5	6			32	10,035 17	1 19
Montour,	2	3	210		213			33	16,957 55	
Montrose,	3	6	24	5	35			38	16,330 88	1 37
Mount Carbon and Port Carbon,								3	450 00	
Mount Carmel and Natalie,								6	33,000 00	
Mount Jewett, Kinzua and Riterville,								63	20,622 30	1 73
Mount Jewett and Smethport,	1	1	34		35				6,232 77	
Mount Penn Gravity,	2	9		2	11			23	5,864 82	
Nescopec,								3		
Nesquehoning Valley,								2	500 00	1 60
Neversink Mountain,								17	4,258 55	
New Castle and Beaver Valley,								5	1,600 00	
New Castle and Butler,	2		75		75			9	4,874 72	1 80
New Haven and Dunbar,	6		31		31			39	10,037 00	
Newport and Sherman's Valley,	4	5	59	1	65		48	34	7,816 64	94
New York, Chicago and St. Louis,	161	59	7,383	79	7,521	1,363	1,484	3,263	2,423,886 49	2 02
New York and North Pennsylvania,								13	2,931 20	1 04
New York, Susquehanna and Western,	72	54	3,477	34	3,565		600	993	564,701 56	1 96
Nitany Valley,	3		10		10			1	300 00	82
Northern Central,	191	160	9,737	416	10,363	630	1,756	4,677	2,536,945 20	1 72
North Bend and Kettle Creek,	2		65		65			20	8,925 88	1 84
North East Pennsylvania,								51	18,927 08	1 19
North and West Branch,								5	300 00	
Ohio and Baltimore Short Line,‖								22	14,056 80	1 91
Olean, Oswago and Eastern,	1	1	8		9			8	3,850 00	1 43
Ontario, Carbondale and Scranton,								3	3,000 00	
Oregon and Texas,	1	1	2		3			17	2,670 00	
Pennsylvania,	1,803	1,749	63,564	3,898	69,211	7,806	20,940	53,426	31,571,909 67	1 87
Pennsylvania Company,*	502	456	39,229	371	40,056	20,041	10,000	12,200	7,151,651 12	1 91
Pennsylvania Schuylkill Valley,								5		
Pennsylvania and North Western,	44	10	771	26	807		758	494	241,380 66	1 58
Penn Gas Coal Company's Railroad,	1	3	2	2	7			25	12,268 84	
People's,	1	8	3		11					
Perkiomen,				19	19			152	83,821 28	1 77
Perry County,	2	2			2			25	5,818 30	
Philadelphia and Baltimore Central,								4		

Digitized by Google

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned and leased.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Philadelphia Belt Line,	.....	.....	.....	.....	.....	.....	.....	11	$5,198 44	$2 19
Philadelphia and Chester Valley,	.....	.....	.....	.....	.....	.....	.....	34	14,535 40	1 56
Philadelphia and Delaware County,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Philadelphia and Erie,	.....	.....	.....	.....	.....	.....	.....	2	5,400 00	8 63
Philadelphia and Frankford,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	.....	.....	.....	.....	5	1,000 00	.....
Philadelphia, Germantown and Norristown,	.....	.....	.....	.....	.....	.....	.....	3	3,900 00	5 57
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Philadelphia, Newtown and New York,	.....	.....	.....	.....	.....	.....	.....	101	43,671 19	.....
Philadelphia and Reading,	784	729	27,566	681	28,976	1,602	19,740	16,160	8,621,898 63	1 82
Philadelphia and Reading Terminal,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Philadelphia and Trenton,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Philadelphia, Wilmington and Baltimore,	225	391	3,903	559	4,853	.....	1,000	6,592	3,720,201 57	1 82
Pickering Valley,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Pittsburgh and Castle Shannon,	4	10	384	3	397	.....	.....	57	30,120 15	.....
Pittsburgh, Chartiers and Youghiogheny,	6	4	63	1	74	.....	.....	78	44,392 81	2 08
Pittsburgh, Cincinnati, Chicago and St. Louis,	442	362	10,708	322	11,392	.....	1,000	10,347	6,591,210 92	1 96

Digitized by Google

Pittsburgh and Connellsville,	37	40	1,688	64	1,792			2,280	1,317,200 48	1 91
Pittsburgh, Fort Wayne and Chicago,								4	7,600 00	6 07
Pittsburgh Junction,	9							182	110,390 75	1 94
Pittsburgh and Lake Erie,	93	59	5,004	105	5,168			2,866	1,810,665 57	2 02
Pittsburgh, Lisbon and Western,	3	2	24	16	42			71	4,450 51	1 63
Pittsburgh, Marion and Chicago,**										
Pittsburgh, McKeesport and Youghiogheny,	23	16	500	8	524					
Pittsburgh and Moon Run,	1	1	6		7				16,072 74	
Pittsburgh and Northern,	1	2			2			4		
Pittsburgh, Shenango and Lake Erie,	29	30	1,990	58	2,078		1,506	622	309,339 70	1 89
Pittsburgh, Virginia and Charleston,								5		
Pittsburgh and Western,	91	39	4,013	69	4,121			1,354	754,599 05	1 81
Pittsburgh, Youngstown and Ashtabula,								3		
Plymouth,								2		
Reading and Columbia,	8	5	23	19	47			179	94,391 12	1 69
Reading, Marietta and Hanover,								4		
Reynoldsville and Falls Creek,	3	1	3	1	5			71	43,074 08	2 24
Ridgway and Clearfield,								3	500 00	
River Front,								2		
Rochester, Beaver Falls and Western,								3		
Rupert and Bloomsburg,								9	2,670 00	1 50
Saint Mary's and South Western,	3	2	254	1	257			35	11,127 49	1 34
Salisbury,	1	1			1			22	10,022 40	1 58
Schuylkill and Lehigh,								4		
Schuylkill River East Side,								4	1,000 00	3 19
Schuylkill Valley Navigation Railroad,								3	450 00	
Shamokin, Sunbury and Lewisburg,								4		
Shamokin Valley and Pottsville,								3		
Sharpsville,	4	1			1			45	18,663 75	1 57
Slack Water Connecting,	1							19	13,677 79	
Slate Run,	2		56		56			24	7,892 31	1 79
Somerset and Cambria,								101	49,177 28	1 57
South Chester,								5		
South Shore,	2		6		6				3,600 00	
South West Pennsylvania,								5	600 00	39
State Line and Sullivan,								6	10,640 00	
Stewartstown,	1	2	1		3			18	4,460 43	
Stony Creek,				1	1			50	18,605 99	1 16
Sugar Run,	1							15	5,817 19	1 82

Digitized by Google

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned and leased.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Sunbury, Hazleton and Wilkes-Barre,								5		
Susquehanna and Buffalo,	2			4	4			8	$3,410 00	
Susquehanna and Clearfield,								3		
Tamaqua, Hazleton and Northern,								15	4,452 00	$1 36
Tioga,	5	9	155	5	169					
Tionesta Valley,	5	4	265	2	271			51	23,6[illegible]5 88	1 52
Tionesta Valley and Hickory,								9	879 48	
Tionesta Valley and Salmon Creek,			6		6			14	860 13	
Trenton Delaware Bridge Company,								4	850 00	
Trenton Cut-Off,								5		
Tuscarora Valley,	4	5	52		57			33	8,954 68	
Tyrone and Clearfield,								5		
Union,	26							241	16,487 57	
Ursini and North Fork,	1	1			1			4	1,587 23	
Valley,	2	1	20		21			13	3,545 61	
Waynesburg and Washington,	4	7	53	14	74			82	32,924 60	1 46
West Chester,								3		
Western Maryland,	51	70	662	37	769	50	125	947	411,636 57	1 41
Western New York and Pennsylvania,	149	123	7,828	393	8,344		145	3,097	1,539,105 19	1 57
Western Pennsylvania,								6	300 00	
Wheeling, Pittsburgh and Baltimore,								497	262,086 07	1 85
Wilcox,								2		
Wilkes-Barre and Eastern,	15	9	505	10	524			296	147,569 63	1 74

Digitized by Google

Williamsport and North Branch,	7	9	1	3	13	.....	.....	97	41,025 75	1 52
Williams Valley,	1	3	.....	.....	3	.....	.....	16	9,505 00	1 95
Wilmington and Northern,	28	38	406	16	460	.....	.....	470	279,267 94	1 90
York Southern,	4	7	78	.....	85	.....	.....	110	43,556 31	1 27
Total,	7,925	6,782	336,571	11,267	354,120	37,399	86,440	194,324	$108,937,641 42	

* This includes equipment owned and persons employed by the Pennsylvania Company and also includes equipment owned and persons employed by the P., F. W. & C. R. R., P. Y. & A. R. R., C. & P. R. R., E. & P. R. R., R. B. F. & W. R. R., and N. C. & B. V. R. R., but does not include those operated by lines leased to the Pennsylvania Company whose mileage is entirely outside the State.

‖ Equipment furnished by Baltimore and Ohio Railroad.

** Equipment and persons employed included in that of the Pittsburgh, Lisbon and Western Railroad.

Digitized by Google

TABLE F.—TRAIN MILEAGE.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
Addison and Pennsylvania,	57,592	28,796	.....	86,388
Allegheny Valley,	822,083	1,246,660	.....	2,068,743
Altoona and Philipsburg,	49,599	17,160	.....	66,759
Baltimore and Harrisburg,	194,157	98,147	14,504	306,808
Baltimore and Philadelphia,*	580,630	344,747	.....	925,377
Bangor and Portland,	78,600	38,180	12,500	129,280
Barclay Coal Company's Railroad,	17,560	14,550	.....	32,110
Beech Creek,	209,000	571,092	.....	780,092
Bellefonte Central,	.....	.....	40,526	40,526
Berlin,*	9,648	4,856	.....	14,504
Berlin Branch,	.....	.....	8,892	8,892
Bradford, Bordell and Kinzua,	38,580	31,300	.....	69,880
Bradford and West Pennsylvania,	.....	3,494	.....	3,494
Buffalo, Rochester and Pittsburgh,	532,778	2,007,437	16,666	2,556,881
Buffalo and Susquehanna,	70,328	151,015	69,126	290,469
Cammal and Black Forest,	.....	.....	13,800	13,800
Catasauqua and Fogelsville,	8,462	44,757	.....	53,219
Central Railroad Company of Pennsylvania,	51,480	17,160	5,720	74,360
Chester and Delaware River,	.....	3,626	.....	3,626
Cleveland and Pittsburgh,e,	.....	.....	.....	.....
Cornwall,	32,896	19,652	.....	52,548
Cornwall and Lebanon,	65,391	63,446	.....	128,837
Confluence and Oakland,*	.....	12,580	.....	12,580

Digitized by Google

Coudersport and Port Allegheny,	37,136	23,088	.....	60,224
Cumberland Valley,	426,603	225,278	.....	651,881
Delaware and Hudson Canal Company's Railroad,	360,564	1,082,305	115,552	1,558,421
Delaware, Lackawanna and Western,	931,983	5,428,077	91,500	6,451,560
Delaware, Susquehanna and Schuylkill,	76,081	436,443	.....	512,524
Dunkirk, Allegheny Valley and Pittsburgh,	131,560	90,629	.....	222,189
East Broad Top,	.....	.....	104,330	104,330
Emporium and Rich Valley,	.....	.....	18,000	18,000
Erie,	5,951,324	11,493,835	.....	17,445,159
Erie and Pittsburgh, e,	.....	.....	.....	.....
Erie and Wyoming Valley,	110,431	173,595	.....	284,026
Fairmont, Morgantown and Pittsburgh,*	78,935	44,780	.....	123,715
Fall Brook,	287,378	1,027,346	.....	1,314,724
Gettysburg and Harrisburg,	69,274	48,978	.....	118,252
Hunter's Run and Slate Belt,	.....	.....	12,903	12,903
Huntingdon and Broad Top Mountain,	74,910	358,950	.....	433,860
Ironton,	.....	.....	6,084	6,084
Kishwaukee Mineral Springs,	.....	3,000	.....	3,000
Ketner, St. Mary's and Shawmut,	.....	8,100	.....	8,100
Kinzua Creek and Kane,	.....	10,449	.....	10,449
Kinzua Valley,	.....	.....	6,940	6,940
Kishacoquillas Valley,	.....	.....	21,000	21,000
Lackawanna and Montrose,	12,443	12,443	.....	24,886
Lancaster and Reading Narrow Gauge,	21,900	452	9,390	31,742
Lake Shore and Michigan Southern,	4,607,598	7,797,113	.....	12,404,711
Lehigh and Lackawanna,	46,491	40,021	.....	86,512
Lehigh and Susquehanna,	690,574	2,293,685	.....	2,984,259
Lehigh Valley,	5,754,172	12,535,385	.....	18,289,557
Ligonier Valley,	19,905	6,580	4,880	31,365
Little Saw Mill Run,	3,868	5,534	3,868	13,270
Mahoning Valley,	.....	.....	19,222	19,222
Middletown and Hummelstown,	3,648	5,075	.....	8,723
Mont Alto,	27,884	11,470	.....	39,354
Montour,	23,012	10,296	.....	33,308
Montrose,	35,000	20,500	.....	55,500
Mount Jewett, Kinzua and Riterville,	.....	18,682	16,946	35,628
Mount Jewett and Smethport,	.....	733	5,132	5,865
Mount Penn Gravity,	23,728	.....	.....	23,728
New Castle and Beaver Valley,e,	.....	.....	.....	.....
New Castle and Butler,	.....	.....	12,195	12,195
New York, Chicago and St. Louis,	1,074,903	4,059,375	.....	5,134,278

Digitized by Google

TABLE F.—TRAIN MILEAGE—Continued.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
New York and North Pennsylvania,	6,260	3,130	.....	9,390
New York, Susquehanna and Western,	528,292	599,745	112,818	1,240,858
Northern Central,	1,564,135	2,772,774	.....	4,336,912
North East Pennsylvania,	115,248	19,268	.....	134,516
Ohio and Baltimore Short Lines,*	.....	.....	8,770	8,770
Olean, Oswago and Eastern,	12,388	.....	8,126	20,514
Oregon and Texas,	.....	.....	5,120	5,120
Pennsylvania,	14,811,489	24,436,837	.....	39,248,326
Pennsylvania Company, e,	3,783,825	6,476,810	140,188	10,400,823
Pennsylvania and North Western,	95,696	26,915	.....	36,641
Penn Gas Coal Company's Railroad,	.....	4,187	8,373	12,560
Perkiomen,	73,031	150,825	44,268	268,224
Perry county,	.....	.....	59,701	59,701
Philadelphia and Chester Valley,	35,418	30,741	.....	66,159
Philadelphia and Reading,	5,196,448	9,156,456	.....	14,352,904
Philadelphia, Wilmington and Baltimore,	4,442,012	2,074,048	.....	6,516,060
Pittsburgh and Castle Shannon,	102,365	7,896	.....	110,261
Pittsburgh, Chartiers and Youghiogheny,	40,935	37,082	.....	78,017
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,554,202	6,984,967	.....	11,539,169
Pittsburgh and Connellsville,	794,073	1,057,100	.....	1,851,173
Pittsburgh, Fort Wayne and Chicago,e,	.....	.....	.....	.....
Pittsburgh and Lake Erie,	734,731	1,429,070	.....	2,163,801
Pittsburgh, Lisbon and Western,c,	5,200	1,950	.....	7,150

Digitized by Google

Pittsburgh, Marion and Chicago,d	26,300	14,950	.....	41,250
Pittsburgh, Shenango and Lake Erie,	253,029	312,185	57,254	622,468
Pittsburgh and Western,	466,063	612,396	.....	1,128,459
Pittsburgh, Youngstown and Ashtabula,e	.....	.....	.....	.....
Reading and Columbia,	145,431	128,102	.....	273,533
Rochester, Beaver Falls and Western,e	.....	.....	.....	.....
Rupert and Bloomsburg,	10,064	1,895	.....	11,959
Saint Marys and South Western,	.....	.....	26,442	26,442
Salisbury,	.....	8,523	.....	8,523
Sharpsville,	.....	.....	22,848	22,848
Somerset and Cambria,*	62,013	65,618	.....	127,631
Stony Creek,	26,363	15,465	3,255	45,083
Sugar Run,	.....	5,068	.....	5,068
Tamaqua, Hazleton and Northern,	.....	4,[illegible]2	.....	4,821
Tladaghton and Fahnestalk,	.....	670	.....	670
Tioga--five months,	34,941	45,402	.....	80,343
Tionesta Valley,	25,584	15,600	.....	41,184
Tionesta Valley and Hickory,	.....	2,800	.....	2,800
Tionesta Valley and Salmon Creek,	.....	1,700	.....	1,700
Valley,	.....	4,7.0	1,884	6,594
Waynesburg and Washington,	39,477	34,416	.....	73,893
Western Maryland,	511,566	735,657	.....	1,297,223
Western New York and Pennsylvania,	1,147,278	1,630,248	.....	2,777,526
Wheeling, Pittsburgh and Baltimore,	202,532	415,383	.....	617,915
Wilkes-Barre and Eastern,	34,787	369,125	17,879	421,791
Williamsport and North Branch,	72,915	45,160	.....	118,075
Williams Valley,	.....	.....	47,970	47,970
Wilmington and Northern,	241,437	213,558	.....	454,995
York Southern,	46,950	21,284	.....	68,234
Total,	63,942,570	112,284,522	1,174,572	177,401,664

* This company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department the figures relating to operations are included in the report of the lessor company.

a This company though leased to the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

c This corporation has only been in operation from May 1, 1896. d This report for ten months only.

e The operating figures of the P., F. W. & C. R. R., P. Y. & A. R. R., C. & P. R. R., E. & P. R. R., R. B. F. & W. R. R., and the N. C. & B. V. R. R. are included under the head of the Pennsylvania Company, but the figures given under that head only include those taken from the above named roads and do not include any from lines operated by that company whose mileage is entirely outside the State.

Digitized by Google

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Addison and Pennsylvania,	48,883	879,894	18	$19,629 93	40.157	02.231	40.898	$512 04
Allegheny Valley,	1,489,468	28,486,657	19	657,856 22	44.167	02.309	88.904	2,812 31
Altoona, Clearfield and Northern,	33,936	271,488	8	4,644 33	11.800	.....	.....	.....
Altoona and Philipsburg,	85,232	535,244	6	13,246 92	15.500	02.500	26.900	1,029 31
Baltimore and Harrisburg,	280,915	5,666,281	20	90,665 64	32.275	01.601	57.506	1,176 18
Baltimore and Philadelphia,*	1,136,285	21,793,064	19	372,309 18	32.765	01.708	69.106	6,764 16
Bangor and Portland,	155,814	1,402,326	9	28,849 21	20.572	02.285	40.363	814 29
Barclay Coal Company's Railroad,	20,834	.....	.....	4,803 82	23.040	01.620	.....	388 74
Bear Rock,	3,444	.....	.....	516 60	.....	.....	.....	.....
Beech Creek,	167,282	3,133,964	19	73,778 34	44.104	02.354	41.578	580 37
Bellefonte Central,	27,691	.....	.....	8,034 19	30.318	02.059	23.899	484 27
Berlin,*	7,242	55,290	8	1,335 04	18.435	02.415	18.206	219 57
Berlin Branch,	10,493	43,141	4	1,223 15	11.658	02.835	72.508	230 26
Bloomsburg and Sullivan,	.....	.....	.....	15,060 76	.....	.....	.....	580 87
Bradford, Bordell and Kinzua,	41,701	708,917	17	21,261 70	50.986	02.999	60.855	731 40
Brownstone and Middletown,	13.160	26,320	2	420 41	03.194	01.597	.....	168 16
Buffalo, Rochester and Pittsburgh,	742,102	16,055,899	22	346,078 16	46.635	02.155	72.509	1,146 24
Buffalo and Susquehanna,	93,359	1,193,867	13	43,299 16	46.379	03.627	55.204	514 51
Cammal and Black Forest,	892	9,939	11	31,935 00	35.800	03.200	02.300	15 96
Catasauqua and Fogelsville,	14,211	71,246	5	1,977 43	13.915	02.775	23.504	73 12
Central Pennsylvania and Western,	17,759	.....	.....	5,696 18	32.071	.....	.....	240 52
Central Railroad Company of Pennsylvania,	62.601	702,519	11	12,304 59	19.656	01.751	27.707	537 00
Chambersburg and Gettysburg,	.....	.....	.....	6 30	.....	.....	.....	.....

Digitized by Google

Clarion River,	.....	.....	.....	2,253 95	.....	.....	.....	.....	227 54
Cornwall,	91,015	546,090	6	13,948 16	15.325	02.554	45.775	1,188 48
Cornwall and Lebanon,	127,739	1,353,288	11	25,203 57	19.731	01.862	41.847	1,263 34
Confluence and Oakland,*	11,441	114,410	10	2,895 17	25.305	02.537	30.336	193 72
Coudersport and Port Allegheny,	30,996	464,940	15	15,498 00	49.500	03.300	48.458	482 20
Cumberland Valley,	928,161	14,278,198	15	302,045 55	32.542	02.115	84.696	2,493 04
Delaware and Hudson Canal Company's Roal-road,	917,549	10,985,029	12	244,919 63	26.693	02.230	69.830	2,653 98
Delaware, Lackawanna and Western,	1,397,721	39,755,915	29	796,345 36	56.975	02.003	132.402	6,496 35
Delaware, Susquehanna and Schuylkill,	39,086	335,509	8	9,791 00	23.832	02.777	12.869	53 61
Dunkirk, Allegheny Valley and Pittsburgh,	200,410	3,570,405	18	83,990 40	41.909	02 352	73.264	1,063 86
East Broad Top,	73,311	967,398	13	13,903 31	18.965	01.437	.....	373 41
Ellwood Connecting,	.....	.....	.....	1,292 23	.....	.....	.....	.....
Emporium and Rich Valley,	2,259	20,007	9	901 61	39.912	04.506	5.009	62 18
Erie,	12,443,490	337,985,190	27	5,318,895 84	43.821	01.574	105.583	3,436 32
Erie and Wyoming Valley,	175,615	3,634,116	20	47,045 92	26.789	01.294	45.382	647 18
Fairmont, Morgantown and Pittsburgh,*	124,027	2,255,727	19	57,576 36	46.422	02.552	81.013	1,110 21
Fall Brook,	309,585	.....	.....	149,699 33	.....	.....	.....	.....
Gettysburg and Harrisburg,	104,797	1,454,955	14	27,374 35	26.211	01.881	45.201	905 13
Hunter's Run and Slate Belt,	19,708	130,882	7	1,575 13	07.992	01.204	65.048	155 44
Huntingdon and Broad Top Mountain,	82,961	1,777,177	21	53,390 35	52.824	02.466	71.273	843 45
Kinzua Valley,	2,885	14,903	5	467 65	16.000	03.000	.....	545 61
Kishacoquillas Valley,	19,400	149,900	8	3,554 26	18.321	02.400	18.513	433 44
Lackawanna and Montrose,	33,743	341,538	10	8,823 89	26.150	02.584	83.737	994 23
Lancaster, Oxford and Southern,	13,095	.....	.....	4,120 57	.....	.....	.....	.....
Lancaster and Reading Narrow Gauge,	68,130	510,975	7	15,958 81	23.500	3.133	226.100	1,356 53
Lake Shore and Michigan Southern,	4,634,238	216,109,538	47	4,642,438 41	100.177	02.148	144.409	4,621 01
Lehigh and Lackawanna,	98,785	962,784	10	20,886 94	21.144	02.169	49.980	620 78
Lehigh and Susquehanna,	1,000,312	12,559,327	13	256,574 03	25.649	02.043	39.461	1,138 38
Lehigh Valley,	4,976,713	126,286,208	25	2,453,638 95	49.302	01.943	48.765	2,101 34
Ligonier Valley,	209,294	1,317,001	6	24,794 12	11.847	01.883	120.541	2,425 16
Little Saw Mill Run,	38,865	116,595	3	1,943 25	05.	01.666	45.679	647 75
Mahoning Valley,	3,524	6,661	2	317 82	09.019	04.771	06.957	33 56
Middletown and Hummelstown,	13,935	71,828	5	1,650 94	11.847	02.298	45.685	252 51
Mont Alto,	66,518	649,038	10	11,516 08	17.313	01.774	51.667	805 30
Montour,	38,833	349,947	9	13,644 02	25.000	02.780	59.290	1,240 36
Montrose,	17,817	302,869	18	7,620 92	42.707	02.411	28.562	357 03
Mount Jewett, Kinzua and Riterville,	13,100	68,644	5	3,455 32	25.352	04.838	81.561	166 44
Mount Jewett and Smethport,	1,710	8,500	5	342 30	20.017	04.003	06.669	68 46
Mount Penn Gravity,	102 825	.....	.....	14,684 02	14 278	01.785	.....	.....
Neversink Mountain,	57,657	.....	.....	9,086 45	15.759	01.575	.....	1,135 80

Digitized by Google

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—Continued.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Newport and Sherman's Valley,	25,237	292 805	12	$7,014 26	27.800	02.400	19.900	292 21
New York, Chicago and St Louis,	524,937	54,563,794	104	873,808 70	166.460	01.601	89.727	1,813 78
New York and North Pennsylvania,	11,292	45,168	4	1,551 65	13.743	03.436	31.260	391 37
New York, Susquehanna and Western,	1,885,347	27,609,544	15	363,852 65	19.299	01.318	72.417	2,482 46
Northern Central,	4,085,739	52,563,373	13	1,141,884 25	27.948	02.172	90.214	3,784 77
North East Pennsylvania,	284,371	2,328,683	8	36,997 91	13.010	01.589	33.954	1,527 69
Olean, Oswago and Eastern,	6,622	.....	.....	2,108 18	.....	31.846	14.771	2 6 42
Pennsylvania,	37,649,227	725,180,427	19	14,144,044 72	37.541	01.950	120.057	6,591 55
Pennsylvania Company, e,	5,491,986	142,745,023	26	2,964,349 71	53.976	02.077	102.040	4,281 87
Pennsylvania and North Western,	118,275	1,590,804	13	44,426 66	37.562	02.792	54.703	700 23
Penn Gas Coal Company's Railroad,	16,120	117,546	7	4,475 75	25.520	3.500	35.000	447 57
Perkiomen,	182,956	1,862,640	10	44,009 42	21.055	02.362	64.084	1,399 82
Perry County,	41,012	.....	.....	9,976 26	24.000	.....	.....	.....
Philadelphia and Chester Valley,	41,696	318,941	8	6,407 14	15.361	02.009	19.905	327 94
Philadelphia, Newtown and New York,	463,798	3,710,384	8	70,600 22	15.000	01.875	.....	3,294 12
Philadelphia and Reading,	19,311,581	240,195,491	12	4,068,861 20	20.759	01.669	84.870	3,997 74
Philadelphia, Wilmington and Baltimore,	9,794,261	207,653,795	21	4,096,405 28	41.820	01.970	109.719	7,291 45
Pittsburgh and Castle Shannon,	952,447	1,598,474	.....	40,076 73	01.207	02.507	44.000	6 6.5 34
Pittsburgh, Chartiers and Youghiogheny,	81,219	412,453	5	10,269 93	12.645	02.490	47.726	662 17
Pittsburgh, Cincinnati, Chicago and St. Louis,	5,911,948	173,165,017	29	3,469,075 08	58.679	02.003	102.770	4,066 39
Pittsburgh and Connellsville,	1,674,223	32,256,142	19	614,299 43	38.483	01.957	90.626	4,836 28
Pittsburgh Junction,	.....	.....	.....	5,232 73	.....	.....	.....	921 13
Pittsburgh and Lake Erie,	1,625,633	26,865,798	18	538,092 94	35.270	02.003	80.739	3.347 89

Digitized by Google

Pittsburgh, Lisbon and Western,c	4,489	46,916	10	1,258 88	28.044	02.683	31.917	66 37
Pittsburgh, Marion and Chicago,d	24,445	255,450	10	6,890 48	28.188	02.697	31.916	335 75
Pittsburgh and Moon Run,	.....	.....	.....	2,217 55	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	363,443	7,791,383	22	152,415 63	42.236	01.956	67.485	1,061 21
Pittsburgh and Western,	.....	.....	.....	366,713 04	.....	.....	89.778	1,989 65
Reading and Columbia,	339,665	4,667,809	14	100,931 71	30.598	02.162	74.985	1,851 71
Rupert and Bloomsburg,	36,242	56,516	2	1,937.35	05.263	03.375	19.950	1,253 88
Saint Marys and South Western,	17,193	141,906	8	2,102 79	12.225	01.484	33.515	104 89
Salisbury,	1,591	12,102	8	265 80	16.706	02.196	03.814	27 79
Schuylkill River East Side,	820,012	1,640,024	2	90,121 46	10.990	05.495	.....	8,663 87
Sharpsville,	7,152	46,488	7	2,539 00	35.500	05.461	59.973	173 62
Somerset County,*	104,216	1,716,732	17	43,255 00	41.505	02.519	07.638	1,050 39
Stewartstown,	15,784	.....	.....	3,125 20	.....	.....	.....	.....
Stony Creek,	86,721	731,219	8	15,065 77	17.373	02.064	60.600	1,598 96
Tioga--five months,	56,269	966,546	17	23,591 31	41.926	02.441	67.518	255 22
Tionesta Valley,	25,666	194,686	.....	9,806 61	38.208	.611	43.656	178 70
Tuscarora Valley,	18,939	.....	.....	4,939 73	26.080	.965	.....	.....
Ursini and North Fork,	291	.....	.....	43 80	.....	.....	.....	.....
Valley,	421	1,263	3	64 12	.....	.....	.....	.....
Waynesburg and Washington,	47,830	925,667	19	27,609 26	57.724	02.983	90.525	1,269 51
Western Maryland,	880,730	17,343,611	20	268,859 56	30.525	01.552	69.192	2,508 61
Western New York and Pennsylvania,	1,504,631	33,257,794	22	706,544 80	46.958	02.107	73.260	1,306 82
Wheeling, Pittsburgh and Baltimore,*	352,811	9,216,329	26	195,915 28	55.529	02.560	104.113	3,204 57
Wilkes-Barre and Eastern,	21,187	606,290	.....	11,862 70	55.990	01.956	40.947	247 29
Williamsport and North Branch,	59,145	750,096	13	22,434 25	37.931	02.991	36.397	589 75
Williams Valley,	81,399	.....	.....	12,736 05	15.640	.....	28.140	1,124 97
Wilmington and Northern,	378,553	4,028,545	11	77,805 18	20.553	01.931	39.559	1,034 77
York Southern,	64,120	758,849	.....	19,262 62	30.042	02.538	51.217	5,889 33
Total,	128,334,466	2,517,994,051	.....	$50,254,075 16	.....	.....	.....	.....

* See foot note * Table F.
c See foot note c Table F.
d See foot note d Table F.
e See foot note e Table F.

Digitized by Google

TABLE H.—KIND OF FREIGHT CARRIED IN TONS.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	4,366	7,588	4,745	21,886	2,693	1,760	1,877
Allegheny and Kinzua,	.....	.....	.....	34,252	.....	2,267	.....
Allegheny Valley,	95,890	27,118	3,057,910	319,308	2,060,540	41,563	229,957
Altoona, Clearfield and Northern,	.....	.....	10,000	.....	.....	100	.....
Altoona and Philipsburg,	275	446	110,706	1,694	268	258	10
Baltimore and Harrisburg,	17,391	6,916	80,631	23,385	17,622	83,723	6,474
Baltimore and Philadelphia,*	110,709	68,515	983,585	130,745	550,042	45,111	255,785
Bangor and Portland,	8,691	986	139,157	9,415	9,576	1,326	3,113
Barclay Coal Company's Railroad,	535	886	53,201	20,550	63	2,139	2,370
Bear Rock,	.....	.....	18,000	.....	.....	.....	.....
Beech Creek,	12,871	4,347	3,222,695	94,622	40,644	9,053	15,642
Bellefonte Central,	901	.....	79,487	3,109	20,890	1,536	.....
Berlin,*	1,151	17	9,955	1,014	1,668	75	1,550
Berlin Branch,	2,830	332	3,913	2,164	780	.....	1,882
Bradford, Bordell and Kinzua,	4,814	506	2,344	27,040	7,115	4,800	204
Bradford and West Pennsylvania,	.....	.....	.....	27,055	.....	.....	.....
Brownstone and Middletown,	12	24	41,897	312	358	207	.....
Buffalo, Rochester and Pittsburgh,	115,403	23,821	2,964,900	296,472	249,533	68,260	57,115
Buffalo and Susquehanna,	10,898	9,788	70,766	777,356	14,532	12,688	.....
Cammal and Black Forest,	445	8	1,967	41,958	66	.....	.....
Catasauqua and Fogelsville,	.....	.....	159,629	47,090	127,746	19,600	30,050
Central Pennsylvania and Western,	3,472	739	6,587	6,213	1,973	2,258	2,557
Central Railroad Company of Pennsylvania,	1,937	85	112,294	6,820	20,163	2,207	1,393

Digitized by Google

Chester and Delaware River,	44,096	4,670	260,740	20,417	10,477	.....	9,996
Clarion River,	1,486	1,638	4,522	69,114	2,058	.....	.....
Cornwall,	.....	.....	524,197	.....	67,403	.....	28,200
Cornwall and Lebanon,	4,252	2,505	906,595	5,094	260,013	27,886	22,726
Confluence and Oakland,*	2,198	25	3,890	33,718	483	75	5,772
Coudersport and Port Allegheny,	3,670	3,700	2,102	76,285	1,675	17,430	.....
Cumberland Valley,	83,645	26,623	359,546	111,171	178,221	78,558	36,690
Delaware and Hudson Canal Company's Railroad,	81,999	17,254	2,049,421	120,435	333,877	29,515	94,979
Delaware, Lackawanna and Western,	450,910	301,123	7,884,028	275,707	498,617	384,610	319,689
Delaware, Susquehanna and Schuylkill,	3,280	321	2,087,805	10,354	9,927	652	735
Dunkirk, Allegheny Valley and Pittsburgh,	20,594	7,497	23,189	60,102	44,496	12,665	15,053
East Broad Top,	1,163	1,261	21,925	7,105	1,131	790	805
Emporium and Rich Valley,	160	50	.....	34,284	.....	50	.....
Erie,	2,477,720	792,831	9,647,499	1,206,651	2,291,664	833,913	673,262
Erie and Wyoming Valley,	10,249	2,191	2,370,070	10,477	17,792	15,705	46,234
Fairmont, Morgantown and Pittsburgh,*	3,336	1,590	667,813	12,780	9,452	280	17,306
Fall Brook,	499,593	80,897	7,013,631	758,813	412,748	206,910	61,445
Falls Creek,	.....	.....	232,436	.....	.....	.....	.....
Gettysburg and Harrisburg,	17,878	1,600	136,972	24,377	397	8,345	.....
Greenlick,	.....	.....	1,873	.....	.....	.....	.....
Hunter's Run and Slate Belt,	175	2	13,266	377	7,007	25	3,913
Huntingdon and Broad Top Mountain,	5,171	1,036	2,575,186	157,097	79,017	81,638	.....
Ironton,	435	.....	131,603	2,786	86,250	920	1,226
Kane and Elk,	.....	.....	.....	19,116	1,354	139	.....
Kishwaukee Mineral Springs,	.....	.....	.....	18,380	.....	20	.....
Ketner, St. Marys and Shawmut,	353	.....	253	16,022	1,567	752	5,444
Kinzua Creek and Kane,	.....	.....	.....	33,460	500	.....	.....
Kinzua Valley,	242	.....	502	47,086	134	1,228	62
Kishacoquillas Valley,	1,660	484	3,468	2,792	2,200	300	496
Lackawanna and Montrose,	1,141	2,012	6,694	1,780	718	193	4,298
Lancaster, Oxford and Southern,	.....	.....	.....	.....	.....	.....	11,685
Lancaster and Reading Narrow Gauge,	11,749	549	54,751	6,712	4,364	2,540	4,907
Lake Shore and Michigan Southern,	2,060,729	898,241	7,233,319	780,720	2,533,160	729,328	593,551
Lehigh and Lackawanna,	3,807	32	70,018	4,106	3,543	820	80,306
Lehigh and Susquehanna,	86,089	10,959	5,634,270	101,371	618,655	29,603	3,128,018
Lehigh Valley,	2,013,954	336,651	11,946,762	678,026	1,064,031	.....	1,662,824
Ligonier Valley,	654	268	133,679	4,820	2,515	2,465	8,045
Little Saw Mill Run,	.....	.....	258,668	.....	.....	.....	2,736
Mahoning Valley,	171	18	218,790	936	108	142	271
Middletown and Hummelstown,	810	120	13,360	1,744	6,130	.....	399
Mont Alto,	2,843	287	15,700	5,834	9,511	4,142	2,382

Digitized by Google

TABLE H.—KIND OF FREIGHT CARRIED IN TONS—Continued.

Name of Company	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Montour,	.....	.....	147,515	.....	10,453	.....	.....
Montrose,	2,029	3,018	5,628	56	794	2,712	74
Mount Jewett, Kinzua and Riterville,	1,550	1,294	402	129,738	1,452	1,178	137
Mount Jewett and Smethport,	.....	.....	4	28,402	2,153	3,552	1,072
New Castle and Butler,	.....	.....	81,865	.....	.....	.....	.....
New Haven and Dunbar,	364	.....	211,868	1,660	55,238	.....	19,064
Newport and Sherman's Valley,	1,268	688	2,574	13,732	.....	.....	2,000
New York, Chicago and St. Louis,	1,032,423	452,463	805,094	286,250	824,244	121,059	11,462
New York and North Pennsylvania,	65	1,920	31	11,682	323	856	355
New York, Susquehanna and Western,	36,983	645	1,446,358	41,931	121,948	793	179,663
Northern Central,	1,503,271	321,578	8,180,692	1,061,211	2,339,415	185,251	46,850
Northeast Pennsylvania,	14,428	2,318	30,096	13,221	16,503	7,342	14,655
Ohio and Baltimore Short Line,*	75	5	359,291	8,022	525	86	558
Olean, Oswago and Eastern,	555	1,614	396	9,842	18	658	.....
Oregon and Texas,	.....	.....	.....	10,461	.....	.....	.....
Pennsylvania,	3,313,17	1,444,58	39,140,433	2,824,131	12,753,091	217,454	693,384
Pennsylvania Company,e,	992,820	3,6,109	18,360,188	666,662	6,097,987	135,811	462,956
Pennsylvania and North Western,	.....	.....	1,220,149	101,029	53,089	.....	.....
Penn Gas Coal Company's Railroad,	462	.....	374	440	429	187	5,838
Perkiomen,	166,517	17,424	134,405	53,454	162,512	40,183	73,713
Perry County,	800	797	2,625	4,642	460	1,392	374
Philadelphia and Chester Valley,	19,462	3,747	28,776	5,160	84,123	.....	8,438
Philadelphia, Newtown and New York,	.....	.....	44,443	2,000	17,171	125,537	.....

Digitized by Google

Philadelphia and Reading,	1,181,853	330,113	14,840,004	904,985	2,505,098	1,123,966	833,321
Philadelphia, Wilmington and Baltimore,	664,257	326,908	1,867,903	880,292	1,595,515	27,788	53,643
Pittsburgh and Castle Shannon,	.....	.....	65,284	.....	.....	17,114	.....
Pittsburgh, Chartiers and Youghiogheny,	2,782	.....	1,046,139	8,701	12,900	442	1,683
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,320,858	606,551	5,409,824	663,999	2,944,193	250,587	1,042,757
Pittsburgh and Connellsville,	404,462	35,879	4,842,897	225,998	1,241,608	16,038	353,242
Pittsburgh and Lake Erie,	60,190	13,123	8,236,151	84,991	1,062,973	110,966	348,820
Pittsburgh, Lisbon and Western,	124	104	18,743	601	2,980	1,068	102
Pittsburgh, Marion and Chicago,	720	420	101,665	3,005	14,930	5,340	510
Pittsburgh and Moon Run,	.....	.....	225,324	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	21,889	6,442	984,446	21,945	56,023	14,958	12,966
Reading and Columbia,	130,532	.....	234,408	.....	34,548	8,054	.....
Reynoldsville and Falls Creek,	.....	.....	1,369,200	.....	.....	1,203	.....
Rupert and Bloomsburg,	1,872	7,724	12,436	5,424	.....	.....	2,341
Saint Marys and South Western,	415	48	28,978	7,766	1,223	247	358
Salisbury,	1,070	78	448,481	6,998	1,371	1,120	4,571
Schuylkill River East Side,	111,417	61,727	927,174	178,480	733,973	65,843	300,423
Sharpsville,	175	15	63,309	1,258	6,720	732	.....
Slate Run,	.....	.....	.....	51,000	.....	.....	.....
Somerset and Cambria,*	21,149	1,328	98,717	25,542	126,164	1,026	25,527
South Shore,	.....	.....	151,360	.....	13,654	.....	.....
Stewartstown,	9,258	308	2,275	2,850	4,367	1,618	.....
Stony Creek,	35,846	6,428	53,217	13,700	59,445	12,801	13,732
Sugar Run,	218	18	.....	21,573	88	18	48
Susquehanna and Buffalo,	.....	.....	85,299	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	.....	.....	60,561	.....	.....	3,411	.....
Tiadaghton and Fahnestalk,	.....	.....	210	2,094	.....	20	.....
Tioga--five months,	8,803	2,917	143,350	20,642	1,831	1,781	1,385
Tionesta Valley,	1,125	1,312	53	65,426	3,944	1,020	.....
Tionesta Valley and Hickory,	494	20	269	9,286	13	.....	.....
Tionesta Valley and Salmon Creek,	.....	.....	.....	.....	.....	.....	9,106
Tuscarora Valley,	413	177	615	9,428	438	359	16
Union,	.....	.....	.....	.....	.....	.....	185,677
Ursini and North Fork,	.....	.....	293	8,475	.....	.....	.....
Valley,	478	.....	61	30,976	100	294	66
Waynesburg and Washington,	1,430	2,043	3,078	1,290	10,650	2,392	147
Western Maryland,	70,680	19,332	648,739	54,579	247,752	366,917	9,791
Western New York and Pennsylvania,	86,012	8,137	2,144,992	740,853	652,761	416,168	75,472
Wheeling, Pittsburgh and Baltimore,*	41,924	26,450	1,219,398	67,238	329,555	7,610	81,141
Wilkes-Barre and Eastern,	158	.....	1,408,058	3,127	737	419	39,586
Williamsport and North Branch,	28,307	5,390	24,454	60,891	22,899	1,246	2,745

Digitized by Google

TABLE H.—KIND OF FREIGHT CARRIED IN TONS—Continued.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Williams Valley	.....	.....	6,137	.....	.....	10,817	.....
Wilmington and Northern	30,233	3,318	615,980	26,260	323,128	94,893	12,593
York Southern	10,183	5,661	15,597	6,794	5,666	2,612	1
Total	19,614,350	6,708,609	191,441,148	16,105,662	46,236,462	6,185,509	12,269,092

d See foot note d Table F.
c See foot note c Table F.
* See foot note * Table F.
e See foot note e Table F.

Digitized by Google

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Addison and Pennsylvania,	44,915	1,122,875	25	$30,175 23	67.183	02.687	104.790	$655 98
Allegheny and Kinzua,	36,519	365,190	10	16,610 86	45.480	04.548	245.729	386 30
Allegheny Valley,	5,832,286	231,450,025	40	1,796,911 29	30.809	.776	144.847	6,937 22
Altoona, Clearfield and Northern,	10,100	121,550	.....	4,675 24	.....	.....	.....	.....
Altoona and Philipsburg,	113,557	.....	6	1,668 58	56.250	09.700	09.700	127 78
Baltimore and Harrisburg,	236,192	9,281,043	39	141,422 35	59.876	01.524	.....	1,490 32
Baltimore and Philadelphia,*	2,144,492	69,882,623	33	358,502 71	16.717	.513	103.990	6,043 54
Bangor and Portland,	171,264	2,628,240	15	113,079 36	64.537	04.302	237.787	2,791 64
Barclay Coal Company's Railroad,	88,744	.....	.....	24,708 54	27.840	.....	.....	.....
Bear Rock,	18,000	.....	.....	1,498 00	.....	.....	.....	.....
Beech Creek,	3,399,894	338,827,645	100	1,284,663 66	37.785	.379	224.971	8,580 73
Bellefonte Central,	105,923	.....	.....	13,401 10	.....	.....	32.899	666 63
Berlin,*	15,430	96,335	6	4,348 54	28.182	04.514	89.548	543 57
Berlin Branch,	11,901	70,959	7	4,154 22	34.906	05.132	62.291	593 46
Bloomsburg and Sullivan,	.....	.....	.....	41,240 35	.....	.....	.....	1,374 67
Bradford, Bordell and Kinzua,	46,823	842,814	18	31,997 46	68.337	03.794	102.280	996 80
Bradford and West Pennsylvania,	27,055	81,155	3	6,689 24	24.721	08.240	494.40	955 60
Brownstone and Middletown,	42,810	66,669	2	4,851 49	11.333	07.277	.....	1,940 58
Buffalo, Rochester and Pittsburgh,	3,775,504	542,557,063	144	2,595,678 27	68.571	.478	128.503	7,641 99
Buffalo and Susquehanna,	896,028	24,808,689	28	421,925 06	47.088	01.707	207.989	3,980 42
Cammal and Black Forest,	44,444	888,880	20	21,831 42	49.100	02.500	158.000	1,091 71
Catasauqua and Fogelsville,	384,115	4,202,881	11	73,599 05	19.109	01.746	208.840	2,698 49
Central Pennsylvania and Western,	23,799	360,888	17	14,576 91	60.855	04.010	.....	467 96

Digitized by Google

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Central Railroad Company of Pennsylvania,	144,899	2,521,367	17	$35,874 65	24.758	01.423	167.248	$1,281 24
Chambersburg and Gettysburg,	.....	.....	.....	1,021 14	.....	.....	.....	.....
Chester and Delaware River,	350,396	874,741	3	12,305 53	03.512	01.407	.....	.....
Clarion River,	78,818	.....	.....	32,408 45	41.118	.....	.....	2,638 64
Cornwall,	619,800	3,718,800	6	49,971 29	08.062	01.344	254.281	3,944 07
Cornwall and Lebanon,	1,229,071	17,334,102	14	243,851 50	19.840	01.407	384.345	9,797 17
Confluence and Oakland,*	46,161	639,460	14	18,565 72	40.219	02.903	147.581	942 42
Coudersport and Port Allegheny,	104,862	2,097,240	20	41,945 40	40.000	02.000	181.242	1,123 64
Cumberland Valley,	874,454	43,692,144	50	496,519 23	56.780	01.137	220.403	3,425 92
Delaware and Hudson Canal Company's Railroad,	2,727,480	79,000,574	29	629,109 47	23.006	.796	53.817	6,139 45
Delaware, Lackawanna and Western,	10,114,684	590,754,653	58	5,153,469 38	50.951	.872	93.756	26,481 01
Delaware, Susquehanna and Schuylkill,	2,113,074	185,869,524	88	1,206,501 94	57.097	.649	276.440	6,635 90
Dunkirk, Allegheny Valley and Pittsburgh,	183,596	7,895,546	43	121,414 14	66.131	01.538	134.120	1,341 63
East Broad Top,	224,180	6,498,206	29	60,406 84	.....	.....	.....	.....
Ellwood Conecting,	.....	.....	.....	1,660 44	.....	.....	.....	.....
Emporium and Rich Valley,	34,544	345,440	10	15,611 52	45.193	4.519	86.731	1,076 65
Erie,	17,917,540	3,557,530,213	199	20,285,354 36	113.215	.570	178.088	11,139 65
Erie and Wyoming Valley,	2,472,718	75,866,647	31	656,480 34	26.545	.865	378.604	8,392 74
Fairmont, Morgantown and Pittsburgh,*	707,557	8,469,346	12	147,443 21	20.838	01.741	329.264	2,559 78
Fall Brook,	9,034,037	.....	.....	1,516,894 16	.....	.....	.....	.....
Falls Creek,	232,436	.....	.....	7,727 19	03.324	.....	.....	2,575 73
Gettysburg and Harrisburg,	189,569	3,685,771	19	74,858 86	39.489	02.031	152.842	2,163 55

Digitized by Google

Greenlick,	1,873	6,000	3	250 00					
Hunter's Run and Slate Belt,	24,765	154,800	6	5,740 56	23.180	03.741	59,316	425 23	
Huntingdon and Broad Top Mountain,	2,899,145	117,877,967	41	592,164 11	20.425	.502	164,971	9,354 88	
Ironton,	223,220	892,880	4	34,190 68	15.317	03.829	561,977	3,798 96	
Kane and Elk,	20,609			6,551 23	32.000				
Kishwaukee Mineral Springs,	18,400	18,400	1	4,912 85	24.560	24.560	49,130		
Ketner, St. Mary's and Shawmut,	24,391	121,955	5	8,972 20	36.785	07.357	110,768	996 91	
Kinzua Creek and Kane,	33,960	130,558	4	11,558 89	34.036	09.680		825 66	
Kinzua Valley,	49,254	371,702	8	8,180 47	16.600	02.210	117,874	818 04	
Kishacoquillas Valley,	11,400	182,100	7	4,975 15	43 641	06.263	23,214	540 76	
Lackawanna and Montrose,	16,836	178,377	11	2,881 99	17.118	01.616	23,162	275 00	
Lancaster, Oxford and Southern,	11,685			8,744 51					
Lancaster and Reading Narrow Gauge,	85,572	385,074	4	22,870 30	26.500	05.840	254,100	1,524 68	
Lake Shore and Michigan Southern,	14,829,048	2,581,241,755	174	14,228,197 38	95.948	.551	185,694	10,055 40	
Lehigh and Lackawanna,	162,632	3,108,987	19	50,982 33	31.348	01.640	127,389	1,362 07	
Lehigh and Susquehanna,	9,608,965	557,081,842	58	4,321,415 34	44.973	.776	188,405	18,052 53	
Lehigh Valley,	17,702,248	2,653,814,307	150	15,089,494 80	85.241	.569	120,375	11,303 92	
Ligonier Valley,	152,446	846,854	6	24,967 28	16.378	02.948	243,821	2,378 85	
Little Saw Mill Run,	261,404	784,212	3	47,231 24	18.010	06.003	52,385	15,743 74	
McKeesport Connecting,				42,623 18				73,488 24	
Mahoning Valley,	220,436	2,188,808	10	17,480 21	07.930	.799	121,247	1,755 04	
Medix Run,				2,456 46				283 11	
Middletown and Hummelstown,	22,563	118,972	5	6,275 94	27.815	05.275	121,693	950 90	
Monongahela Connecting,				182,932 37				58,444 00	
Mont Alto,	40,699	534,811	13	12,523 05	30.770	02.342	109,181	700 00	
Montour,	157,968	1,737,648		25,409 37	16.090	01.460	246,790	2,309 94	
Montrose,	14,311	228,572	16	14,365 29	100.380	06.284	70,074	513 04	
Mount Jewett, Kinzua and Riterville,	135,751	952,952	7	46,859 13	34.518	04.917	149,273	2,257 18	
Mount Jewett and Smethport,	35,183	175,915	5	14,268 06	40.553	08.110	243,200	2,853 61	
Mount Penn Gravity,				47 69					
Neversink Mountain,				18 59					
New Castle and Butler,	81,865			8,186 54	10.005			3,274 61	
New Haven and Dunbar,	288,194								
Newport and Sherman's Valley,	20,262	405,240	20	13,011 39	64.200	03.210	29,900	424 24	
New York, Chicago and St. Louis,	3,532,998	1,004,176,473	284	5,189,391 25	146.884	.517	127,837	9,759 08	
New York and North Pennsylvania,	15,232	76,160	5	2,480 16	16.283	03.257	79,238	496 03	
New York, Susquehanna and Western,	1,828,321	142,272,048	78	1,312,018 27	71.761	.922	101,714	8,081 91	
Northern Central,	13,638,268	888,013,156	65	4,835,039 27	35.452	.544	174,376	12,968 48	
North Bend and Kettle Creek,				6,758 36					
North East Pennsylvania,	98,363	1,121,659	11	52,724 46	53.612	04.701	273,637	2,059 55	
Ohio and Baltimore Short Line,*	368,562	3,049,350	8	26,772 06	07.264	.878	305,269	2,878 71	

Digitized by Google

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Olean, Oswago and Eastern,	13,083	126,852	9	$9,175 58	70.137	.....	112.920	$655 42
Oregon and Texas,	10,461	83,688	8	3,138 30	30.000	03.750	.....	392 28
Pennsylvania,	60,386,230	8,235,066,138	136	46,402,657 48	76.843	.563	189.888	17,200 63
Pennsylvania Company,e,	27,053,533	2,118,077,962	78	13,623,421 95	50.357	.643	206.994	14,970 73
Pennsylvania and North Western,	1,374,227	66,646,992	49	570,593 36	41.519	.856	214.553	9,288 51
Penn Gas Coal Company's Railroad,	7,730	26,483	4	2,868 81	37.113	3.711	34.260	286 88
Perkiomen,	648,208	23,849,139	4	234,691 32	36.206	.985	127.462	6,095 88
Perry County,	11,090	.....	.....	9,369 06	85.000	.....	.....	415 90
Philadelphia and Chester Valley,	149,706	1,503,436	10	45,663 48	30.502	03.037	148.543	2,123 88
Philadelphia, Newtown and New York,	189,151	1,131,282	6	33,652 84	17.000	02.833	.....	1,519 31
Philadelphia and Reading,	21,719,340	1,827,287,868	84	16,858,354 40	77.619	.923	184.139	19,083 40
Philadelphia, Wilmington and Baltimore,	5,416,316	326,831,985	60	4,153,482 04	76.685	01.271	200.260	6,213 88
Pittsburgh and Castle Shannon,	82,398	200,150	3	22,202 88	26.940	11.090	281.200	3,415 82
Pittsburgh, Chartiers and Youghiogheny,	1,072,647	9,840,415	9	177,659 87	16.563	01.805	479.100	10,365 21
Pittsburgh, Cincinnati, Chicago and St. Louis,	12,238,749	1,678,154,628	137	10,876,999 94	88.873	.648	155.720	9,450 13
Pittsburgh and Connellsville,	7,120,114	314,984,533	44	2,215,076 81	31.110	.703	213.584	14,886 27
Pittsburgh Junction,	.....	.....	.....	366,891 70	.....	.....	.....	53,404 90
Pittsburgh and Lake Erie,	9,917,214	660,260,829	66	4,439,538 35	44.766	.672	311.014	25,083 87
Pittsburgh, Lisbon and Western,c	23,722	264,254	11	5,138 84	21.663	01.945	263.530	205 55
Pittsburgh, Marion and Chicago,d	126,590	1,410,213	11	29,444 65	23.260	02.088	196.955	1,177 78
Pittsburgh and Moon Run,	225,324	.....	.....	17,592 18	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	1,118,669	96,965,506	87	465,858 03	41.644	.480	131.181	2,740 18
Pittsburgh and Western,	.....	.....	.....	1,379,162 98	.....	.....	208.570	6,569 48

Digitized by Google

Reading and Columbia,	407,542	10,502,578	26	180,491 14	44.288	01.719	140.896	3,059 17
Reynoldsville and Falls Creek,	1,370,403	.....	.....	78,813 40	05.751	.....	.....	5,435 41
Rupert and Bloomsburg,	29,797	54,923	2	8,570 40	28.762	15.604	452.264	5,356 50
Saint Marys and South Western,	39,035	508,401	13	8,873 32	22.732	01.745	44.742	420 14
Salisbury,	463,689	2,748,746	6	53,418 51	11.529	01.943	626.757	4,565 68
Schuylkill River East Side,	2,379.037	11,895,185	5	204,229 53	08.584	01.717	.....	18,566 32
Sharpsville,	72,209	1,168,160	16	10,367 08	14.357	.887	60.499	525 45
Slate Run,	51,000	765,000	15	19,761 84	38.748	02.583	197.618	1,317 45
Somerset and Cambria,*	299,453	9,221,747	31	30,911 41	30.359	.986	138.546	2,015 83
South Shore,	164,914	.....	.....	9,282 18	.....	.....	.....	.....
Stewartstown,	20,676	.....	.....	11,713 13	.....	.....	.....	.....
Stony Creek,	195,139	1,692,341	9	30,806 22	15.787	01.820	172.044	2,990 90
Sugar Run,	21.963	307,482	14	10,901 16	49.634	03.545	215.098	605 62
Susquehanna and Buffalo,	85,299	.....	.....	3,029 57	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	63,972	415,662	7	8,838 66	13.816	02.126	183.337	892 79
Tladaghton and Fahnastalk,	2,324	.....	.....	1,081 47	.....	.....	.....	.....
Tioga--five months,	180,709	8,155,482	45	73,823 67	40.852	.905	162.602	694 23
Tionesta Valley,	72,880	958,767	.....	46,785 18	.....	.....	.....	.....
Tionesta Valley and Hickory,	10,082	45,369	4	2,172 05	21.544	05.309	.....	434 41
Tionesta Valley and Salmon Creek,	9,106	49,616	5	3,127 73	34.348	06.302	183.982	521 29
Tuscarora Valley,	11,446	.....	.....	11,486 87	.....	.....	.....	.....
Union,	185,677	.....	.....	28,011 85	15.086	.....	.....	28,011 85
Ursini and North Fork,	8,768	.....	.....	1,858 14	.....	.....	.....	.....
Valley,	31,975	104,925	3	13,529 44	.....	.....	.....	.....
Waynesburg and Washington,	21,030	518,454	25	32,852 33	156.217	06.337	95.457	1,167 05
Western Maryland,	1,417,810	82,896,170	58	754,830 52	53.239	.911	.....	5,516 19
Western New York and Pennsylvania,	4,124,395	463,700,601	112	2,328,862 94	56.465	.502	143.876	3,646 89
Wheeling, Pittsburgh and Baltimore,*	1,773,316	67,827,946	38	461,773 66	26.040	.688	111.168	7,017 84
Wilkes-Barre and Eastern,	1,452,085	85,122,643	.....	362,078 41	24.940	.425	94.653	5,570 44
Williamsport and North Branch,	145,932	4,596,819	32	73,240 12	50.188	01.593	162.179	1,627 56
Williams Valley,	16,954	.....	.....	9,439 43	55.670	.....	19.670	786 62
Wilmington and Northern,	1,106,395	33,434,764	30	380,522 04	34.393	01.138	178.914	4,137 42
York Southern,	46,514	1,035,390	22	42,120 96	90.573	04.068	197.899	1,076 12
Total,	298,690,528	30,927,138,446	.....	$191,202,396 01	.....	.....	.....	.....

* See foot note * Table F.
c See foot note c Table F.
d See foot note d Table F.
e See foot note e Table F.

Digitized by Google

TABLE J.—EARNINGS AND INCOME DURING THE YEAR

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rental, lease of road, etc.	Total earnings and income.
Addison and Pennsylvania,	$23,553 81	$30,175 23	$1,300 00	$55,029 04	.....	$55,029 04
Allegheny and Kinzua,	.....	16,610 86	274 01	16,884 87	.....	16,884 87
Allegheny and South Side,a	.....	.....	2 373 00	2,373 00	295 40	2,668 40
Allegheny Valley,	732,045 40	1,805,759 4	11,153 39	2,548,958 22	.....	2,548,958 22
Allentown,	.....	.....	.....	.....	3,729 18	3,729 18
Allentown Terminal,	.....	.....	.....	.....	40 500 00	40,500 00
Altoona, Clearfield and Northern,	4,644 33	4,675 24	726 48	10,046 05	.....	10,046 05
Altoona and Philipsburg,	13 381 11	1,661 18	5,569 40	20 611 69	.....	20,611 69
Arnot and Pine Creek,	.....	.....	.....	.....	12,750 00	12,750 00
Bald Eagle Valley,	.....	.....	.....	.....	176,058 14	176,0 8 14
Baltimore and Cumberland Valley,	.....	.....	.....	.....	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension	.....	.....	.....	.....	32,700 00	32,700 00
Baltimore and Harrisburg,	113,736 33	144,113 70	.....	257,850 03	.....	257,850 03
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	12,000 00	12,000 00
Baltimore and Philadelphia.*	401,249 96	358,502 71	.....	759,752 67	.....	759,752 67
Bangor and Portland,	32,987 06	113,079 36	125 70	146,192 12	424 12	146,616 24
Barclay Coal Co.'s R. R.,	5,450 18	24 708 54	5,725 65	35 884 57	4,919 10	40,803 47
Bare Rock,	516 60	1,498 00	.....	2,014 60	.....	2,014 60
Beaver and Elwood,	.....	.....	.....	.....	5,100 13	5,100 13
Bedford and Bridgeport,	.....	.....	.....	.....	103,627 16	103,627 16
Beech Creek,	86 898 39	1,284,793 05	4,247 63	1,375,939 07	.....	1,375,939 07
Belvidere Delaware,	.....	.....	.....	.....	234,293 52	234,293 52

Digitized by Google

Bellefonte Central,	9,324 77	13,161 10	344 50	23,170 37		23,170 37
Berlin.*	1,756 52	4,348 54		6,105 06		6,105 06
Berlin Branch,	1,611 88	4,154 22	80 00	5,846 10	118 20	5,964 30
Big Level and Kinzua,					6,671 34	6,671 34
Bloomsburg and Sullivan,	17,426 29	41,240 35		58,666 64		58,666 64
Bradford, Bordell and Kinzua,	23,478 07	31,997 46		55,475 53		55,475 53
Bradford and West Pennsylvania,		6,689 24		6,689 24		6,689 24
Brownstone and Middletown,	420 41	4,851 49	2,070 73	7,342 63		7,342 63
Buffalo, Rochester and Pittsburg,	389,333 21	2,595,678 27	39,061 10	3,024,072 98	37,888 50	3,061,961 48
Buffalo and Susquehanna,	48,364 01	421,925 06	17,554 78	487,843 85		487,843 85
Cambria and Clearfield,					126,807 30	126,807 30
Cammal and Black Forest,	319 35	21,831 42	41 00	22,191 77		22,191 77
Catasauqua and Fogelsville,	1,988 93	73,399 05		75,387 98	736 10	76,124 08
Catawissa,					234,840 00	234,840 00
Central Pennsylvania and Western,	7,156 24	14,506 91	70 53	22,033 68		22,033 68
Central Railroad Company of Pennsylvania,	14,660 03	35,874 85	1,335 33	51,870 01		51,870 01
Chambersburg and Gettysburg,	6 30	102 14		1,027 44	7,724 96	8,752 40
Chartiers,					135,206 65	135,206 65
Chester Creek,					23,314 36	23,314 36
Chester and Delaware River,		12,305 53	75	12,306 28		12,306 28
Chestnut Hill,					16,478 00	16,478 00
Clarion River,	2,730 57	31,663 79	15 00	34,409 36		34,409 36
Clearfield and Mahoning,					71,500 00	71,500 00
Cleveland and Pittsburg,					1,349,518 84	1,349,518 84
Colebrookdale,					14,513 26	14,513 26
Columbia and Port Deposit,					115,064 07	115,064 07
Connecting,					148,328 96	148,328 96
Cornwall,	15,058 19	49,971 29	638 98	65,668 46		65,668 46
Cornwall and Lebanon,	27,364 00	243,851 50	1,744 93	272,960 43		272,960 43
Confluence and Oakland *	3,816 29	18,565 71		22,382 01		22,382 01
Coudersport and Port Allegheny,	17,995 31	41,945 40		59,940 71		59,940 71
Cresson and Irvona,					6,545 99	6,545 99
Cumberland Valley,	361,316 77	496,519 23	20,237 20	878,073 20	5,852 38	883,925 58
Delaware and Hudson Canal Co.'s R. R.,	271,952 94	629,109 47	4,303 78	905,366 19	173,878 50	1,079,244 69
Delaware, Lackawanna and Western,	1,264,255 02	5,153,469 38	650,406 94	7,068,131 34	6,569,065 40	13,637,196 74
Delaware River R. R. and Bridge Co.,					52 50	52 50
Delaware, Susquehanna and Schuylkill,	9,791 00	1,206,501 94	2,119 60	1,218,412 54	39 75	1,218,452 29
Dillsburg and Mechanicsburg,					1,046 68	1,046 68
Dunkirk, Allegheny Valley and Pittsburg,	96,386 10	121,551 88	222 26	218,160 24		218,160 24
Eaglesmere,			9,128 26	9,128 26		9,128 26
East Broad Top,	15,780 48	60,406 84	350 28	76,537 60	608 93	77,146 53
East Mahanoy,					32,283 50	32,283 50

Digitized by Google

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rental, lease of road, etc.	Total earnings and income.
East Pennsylvania,					$123,867 00	$123,867 00
Eastern and Northern,					3,892 98	3,892 98
Elmira and Williamsport,					156,178 58	156,178 58
Ellwood Connecting,	$1,404 39	$1,660 44		$3,064 83		3,064 83
Ellwood Short Line,					39,698 71	39,698 71
Emporium and Rich Valley,	901 61	15 611 52		16,513 13		16,513 13
Erie,	6,283,278 56	20,469,079 30	$787,215 66	27,539,573 52	142,508 00	27,682,081 52
Erie and Pittsburg,					356,913 32	356,913 32
Erie and Wyoming Valley,	50,612 75	656,480 34	70,161 70	757,254 79	2,290 55	759,545 34
Fair Hill,					1,667 88	1,667 88
Fairmont, Morgantown and Pittsburg,*	63,947 90	147,443 21		211,391 11		211,391 11
Fall Brook,	149,690 33	1,516,894 16	884 06	1,667,477 55		1,667 477 55
Falls Creek,		7,727 19		7,727 19		7,727 19
Fayette County,					7,719 20	7,719 20
Gettysburg and Harrisburg,	31,317 54	74,858 86		106,176 40	1,066 50	107,242 90
Greenlick,		250 00		250 00		250 00
Hanover and New Port					2,439 15	2,439 15
Hanover and York,					7,882 01	7,882 01
Harrisburg, Portsmouth, Mt. Joy and Lancaster,					126,732 43	126,732 43
Hunter's Run and Slate Belt,	2 098 45	5,740 53		7,839 01	42 44	7,881 45
Huntingdon and Broad Top Mountain,	53,390 35	592,164 11	2,921 19	648,475 65		648 475 65
Ironton,		34,190 68	1,972 35	36,163 03		36,163 01
Jamestown and Franklin,					66,201 15	66,201 15

Digitized by Google

Johnsonburg,					26,017 72	26,017 72
Junction,					192,231 25	192,231 25
Kane and Elk,		6,551 23		6,551 23		6,551 23
Kensington and Tacony,					14,371 80	14,371 80
Kishwaukee Mineral Springs,		4,912 85		4,912 85		4,912 85
Ketner, St. Mary's and Shawmut,		8,972 30		8,972 30		8,972 30
Kinzua Creek and Kane,		11,558 89		11,558 89		11,558 89
Kinzua Hemlock,					5,387 98	5,387 98
Kinzua Valley,	545 61	8,180 47		8,726 08	3 49	8,729 57
Kishacoquillas Valley,	3,987 79	4,975 15	116 53	9,079 47		9,079 47
Lackawanna and Montrose,	10 419 51	2 841 99	36 0	13,337 50	2 79	13 340 29
Lancaster, Oxford and Southern	5,234 57	8,789 01		14,023 58		14,023 58
Lancaster and Reading Narrow Gauge,	20 348 98	22,870 30		43,219 28		43 219 28
Lake Shore and Michigan Southern,	6,653,791 77	14,478,772 18	745,367 68	21,477,931 63	489,231 81	21,967,162 84
Lehigh and Lackawanna,	23,236 05	50,982 32	495 49	74,713 87		74,713 87
Lehigh and New England,					17,288 90	17,288 90
Lehigh and Susquehanna,	272,506 14	4,321,415 34	13,707 63	4 607,629 11		4,607,629 11
Lehigh Valley,	2,805,069 59	15,089,494 80	666,031 25	18 560,595 64	849,318 55	19,409,914 19
Lewisburg and Tyrone,					515 25	515 25
Ligonier Valley,	25 464 19	24,967 28		50,431 47		50,431 47
Little Saw Mill Run,	1,943 25	47,231 24	1,169 90	50,344 39		50,344 39
Little Schuylkill Navigation,					225,276 90	225,276 90
Lykens Valley,					49,160 22	49,160 22
McKeesport Connecting,		42,623 18		42,623 18		42 623 18
Mahoning Valley,	334 30	17,489 21	17,392 98	35,117 49	2,500 00	37,617 49
Mahoning State Line,					352 57	352 57
Meadville, Conneaut Lake and Linesville,					8,755 79	8,755 79
Medix Run,		2,456 46		2,456 46		2,456 46
Middletown and Hummelstown,	1,666 59	6,275 94		7,942 53		7,942 53
Mifflin and Centre County,					20,477 88	20,477 88
Mill Creek and Mine Hill,					33,000 00	33,000 00
Mine Hill and Schuylkill Haven,					356,131 00	356,131 00
Monongahela Connecting,		182,932 37		182 932 37		182,932 37
Mohnsville and Adamstown,	6,886 63			6,886 63		6,886 63
Mont Alto,	14,406 90	12,523 05	32 40	26,962 35		26,962 35
Montour,	13 644 02	25,409 37	1,987 94	41,041 33		41,041 33
Montrose,	9,996 74	14,365 29		24,362 03		24,362 03
Mount Carbon and Port Carbon,					36,250 00	36,250 00
Mount Carmel and Natalie,					40,192 52	40 192 52
Mount Jewett, Kinzua and Riterville,	3,455 32	46,859 13		50,314 45		50,314 45
Mount Jewett and Smethport,	342 30	14,077 04		14 419 34	64 01	14,483 35
Mount Penn Gravity,	14,681 02	47 69	140 52	14,869 23		14,869 23

Digitized by Google

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rental, lease of road, etc.	Total earnings and income.
Mount Pleasant and Broadford,	.....	.....	.....	.....	$8,122 51	$8,122 51
Nescopec,	.....	.....	.....	.....	2,497 58	2,497 58
Nesquehoning Valley,	.....	.....	.....	.....	79,590 44	79,590 44
Neversink Mountain	$9,086 45	$18 59	$4 8 50	$9,563 54	.....	9,563 54
New Castle and Beaver Valley,	.....	.....	.....	.....	63,327 44	63,327 41
New Castle and Butler,	.....	8,186 54	.....	8 186 54	.....	8,186 54
New Castle and Shenango Valley	.....	.....	.....	.....	23,758 02	23,758 02
New Haven and Dunbar,	.....	16,946 85	.....	16,946 85	.....	16,946 85
Newport and Sherman's Valley,	8,962 18	13,011 39	89 62	22,063 19	.....	22 063 19
New York, Chicago and St. Louis,	964,479 84	5,189,391 25	8 696 01	6,162,567 10	11,574 02	6,174,141 12
New York and North Pennsylvania,	1,956 85	2,480 16	.....	4,437 01	2,472 18	6 909 19
New York, Susquehanna and Western,	403,003 23	1,312,018 27	28,689 93	1,743,711 43	56 083 15	1,799,794 58
Nittany Valley,	.....	.....	.....	.....	8,250 00	8,250 00
Northern Central,	1,411,074 19	4,835,039 27	179,112 86	6,425,226 32	406,077 12	6,831,303 44
North Bend and Kettle Creek,	.....	6,758 36	.....	6,758 36	.....	6,758 36
North East Pennsylvania,	39,108 79	52 724 46	.....	91 833 25	380 86	92,214 11
North Pennsylvania,	.....	.....	.....	.....	874,200 00	874,200 00
North and West Branch,	.....	.....	.....	.....	218,532 15	218 532 15
Ohio and Baltimore Short Line,*	.....	26,772 06	.....	26,772 06	.....	26,772 06
Ohio Connecting,	.....	.....	.....	.....	77,145 79	77,145 79
Olean, Oswago and Eastern,	3,020 24	9,175 98	.....	12,206 22	.....	12,206 22
Ontario, Carbondale and Scranton,	.....	.....	.....	.....	102,551 67	02,551 67
Oregon and Texas,	.....	3,138 30	.....	3,138 30	.....	3,138 30
Pennsylvania,	17,782,227 95	46,402,657 48	899,933 78	65,084,819 21	4,551,614 68	69 636,433 89

Digitized by Google

Pennsylvania Company,b	3,896,761 77	13,624,266 95	285 504 29	17,806,533 01	2,362,502 33	20,169,035 34
Pennsylvania and New York Canal and R. R.,					530,000 00	530,000 00
Pennsylvania Schuylkill Valley,					270,614 37	270 614 37
Pennsylvania and North Western,	52,349 02	570,593 36	3,449 34	626,381 72		626,381 72
Penn Gas Coal Co.'s R. R.,	4,475 75	2,868 81		7 344 56		7,344 56
People's,	11,714 05	3,894 70		15,608 75	372 56	15,981 31
Perkiomen,	53,893 02	234,691 32		288,584 34	704 20	289,288 54
Perry County,	12,083 11	9,369 06	20 00	21,472 17		21,472 17
Philadelphia and Baltimore Central,					111,127 05	111,127 05
Philadelphia Belt Line,			1,112 50	1,112 50	5,997 21	7,109 71
Philadelphia and Chester Valley,	7 050 73	45,663 48	378 60	53,092 81		53,092 81
Philadelphia and Erie,					1,255,720 77	1 255,720 77
Philadelphia and Frankford,					25,466 50	25,466 50
Philadelphia, Germantown and Chestnut Hill					19,821 30	19,821 30
Philadelphia, Germantown and Norristown,					278,174 56	278,174 56
Philadelphia, Harrisburg and Pittsburg,					25,000 00	25,000 00
Philadelphia, Newtown and New York,	72,964 97	33,652 81	526 72	107 144 53		107,144 53
Philadelphia and Reading,	4,415,600 25	16,860,568 28	74 009 39	21,350,177 92	656,863 82	22,007,041 74
Philadelphia and Reading Terminal,					702,342 01	702,342 01
Philadelphia and Trenton,					69,766 42	69,766 42
Philadelphia, Wilmington and Baltimore	4,873,749 26	4,153,482 04	149,883 74	9,177,115 04	490,794 34	9,667,909 38
Pickering Valley,					5,133 44	5,133 44
Pine Creek,					298,265 11	298,265 11
Pittsburg and Castle Shannon,	44,934 75	22,202 88	1,795 50	68,933 13		68,933 13
Pittsburg, Chartiers and Youghiogheny,	11,349 76	177,659 87	82 97	189,092 60	3,598 42	192,691 02
Pittsburg, Cincinnati, Chicago and St. Louis,	4,680,375 35	10 876,999 94	176 058 38	15,733,433 67	744,084 19	16,477,517 86
Pittsburg and Connellsville,	719,639 15	2,215,076 81		2,934,715 96		2,934,715 96
Pittsburg, Fort Wayne and Chicago,					4 159 746 77	4,159,746 77
Pittsburg Junction,	6,328 13	366,891 70		373,219 83		373,219 83
Pittsburg and Lake Erie,	593,213 54	4,444,610 61	26,261 05	5,064,085 20	14,818 90	5,068 904 10
Pittsburg, Lisbon and Western, c	1,659 41	5,138 84		6,798 25		6,798 25
Pittsburg, Marion and Chicago, c	8,393 97	29,444 65		37,838 62		37,838 62
Pittsburg, McKeesport and Youghiogheny,					498,695 46	498,695 46
Pittsburg and Moon Run,	2,217 55	17,592 48		19,810 03		19,810 03
Pittsburg and Northern,	785 15			785 15		785 15
Pittsburg, Shenango and Lake Erie,	180,415 87	465,858 03	11,805 22	658,079 12	1,745 00	659,824 12
Pittsburg, Virginia and Charleston,					609,678 35	609,678 35
Pittsburg and Western,	418,424 12	1,381,561 95	16,731 34	1,816 777 41	3,277 20	1,820,054 61
Pittsburg, Youngstown and Ashtabula,					645,526 90	645,526 90
Reading and Columbia,	109,250 74	180,491 14	1,206 81	290,948 69	811 08	291,759 77
Reynoldsville and Falls Creek,		78 813 40		78,813 40		78,813 40
Ridgway and Clearfield,					69,972 06	69,972 06

Digitized by Google

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
River Front.	.....	.....	.....	.....	$33,950 69	$33,950 69
Rochester, Beaver Falls and Western.	.....	.....	.....	.....	7 7 46	797 46
Rupert and Bloomsburg.	$2,007 81	$8,570 40	$163 27	$10,741 48	.....	10,741 48
Saint Marys and South Western.	2,215 31	8 873 32	88,494 54	99,583 17	.....	99 583 17
Salisbury.	325 08	53,418 51	.....	53 743 59	.....	53,743 59
Schuylkill and Lehigh.	.....	.....	.....	.....	27,000 00	27,000 00
Schuylkill and Lehigh Valley.	.....	.....	.....	.....	100,000 00	100,000 00
Schuylkill River East Side.	95,302 53	204,229 53	.....	299,532 06	.....	299,532 06
Schuylkill Valley Navigation R. R.	.....	.....	.....	.....	29,450 00	29,450 00
Shamokin, Sunbury and Lewisburg.	.....	.....	.....	.....	110,000 00	110,000 00
Shamokin Valley and Pottsville.	.....	.....	.....	.....	197,369 81	197,369 81
Sharon.	.....	.....	.....	.....	36,915 75	36,915 75
Sharpsville.	3,425 69	10,367 08	10,752 50	24,545 27	2 00	24,547 27
Slack Water Connecting,*d	.....	.....	24,273 25	24 273 25	.....	24,273 25
Slate Run.	.....	19,761 84	.....	19,761 84	.....	19,761 84
Somerset and Cambria.*	47,367 12	90,911 41	.....	138,278 53	.....	138,278 53
South Fork.e	.....	.....	.....	.....	.....	.....
South Shore.	.....	9,282 18	.....	9,282 18	.....	9,282 18
South-west Pennsylvania.	.....	.....	.....	.....	293,640 29	293,640 29
Southern Pennsylvania Railway and Mining Company.	.....	.....	.....	.....	4,580 63	4,580 63
State Line and Sullivan.	.....	.....	.....	.....	40,000 00	40,000 00
Stewartstown.	3,685 49	11,713 13	181 74	15,581 36	.....	15,581 35
Stony Creek.	16,469 24	30,806 22	.....	47 275 46	797 45	48,072 91

Digitized by Google

Sugar Run,		10 901 16		10,901 16		10,901 16
Sunbury, Hazleton and Wilkes-Barre,					210,455 03	210,455 03
Sunbury and Lewistown,					257,532 13	257,532 13
Susquehanna and Buffalo,	100 00	3,029 57		3,129 57		3,129 57
Tamaqua, Hazleton and Northern,		8,838 66	2,000 00	10,838 66		10,838 66
Tiadaghton and Fahnestalk,		1,081 47		1,081 47	274 79	1,356 26
Tioga (5 months),	27,139 62	73,824 67	20,282 94	121,247 23		121,247 23
Tionesta Valley,	11,168 99	46,785 18		57,954 17		57,954 17
Tionesta Valley and Hickory,		2,172 05		2,172 05		2,172 05
Tionesta Valley and Salmon Creek,		3,127 73		3,127 73		3,127 73
Trenton Delaware Bridge Co.					48,110 09	48,110 09
Tuscarora Valley,	5,970 14	11,486 87		17,457 01		17,457 01
Tyrone and Clearfield,					116,704 20	116,704 20
Union,		28,011 85		28,011 85		28,011 85
Ursina and North Fork,	43 83	1,858 14		1,901 97		1,901 97
Valley,	64 12	13,529 44		13,593 56		13,593 56
Waynesburg and Washington,	35,736 73	32,852 33	9 96	68,599 02		68,599 02
West Chester,					12 000 00	12,000 00
Western Maryland,	353,964 34	778,334 83		1,132,299 17		1,132,299 17
Western New York and Pennsylvania,	840,496 50	2,345,524 12		3,186 030 62	56,638 23	3,242,668 85
Western Pennsylvania,					567,905 52	567,905 52
Wheeling, Pittsburg and Baltimore,*	210,861 09	461,773 66		672 634 75		672,634 75
Wilkes-Barre and Eastern,	16,074 13	362,078 41	61 40	378,213 94	1 803 14	380,017 08
Wilkes-Barre and Scranton,					50,380 00	50,380 00
Williamsport and North Branch,	26,538 61	73,240 12	1,079 43	100,858 16		100,858 16
Williams Valley,	13 499 70	9,439 43		22,939 13		22,939 13
Wilmington and Northern,	95,509 99	381,884 37	6,479 26	483 873 62		483,873 62
York Southern,	24,146 24	12,120 96		66,267 20		66,267 20
Total,	$63,174,329 44	$191,921,611 37	$1,690,50[illegible] 11	$259,786,453 94	$35,636,924 39	$295,423 378 33

* See foot note *, Table F.
a See foot note a, Table F.
b See foot note b, Table F.
c This road does only a switching business.
d See foot note d, Table F.
e See foot note e, Table K.

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$17,689 23	$2,773 80	$22,962 97	$3,697 78	$47,123 78
Allegheny and Kinzua,	5,031 31	1,462 18	8,287 40	1,475 14	16,256 03
Allegheny and South Side,	75 00	32 25	2,050 76	30 80	2,188 81
Allegheny Valley,	452,810 28	331,842 19	773,802 31	60,607 35	1,619,062 16
Altoona, Clearfield and Northern	1,923 90	1,265 50	4,260 44	2,955 00	10,404 84
Altoona and Philipsburg,	8,140 22	11,049 54	11,742 09	4,941 02	35,872 87
Baltimore and Harrisburg,	42,609 48	20,876 47	105,038 63	1,772 93	170,297 51
Baltimore and Philadelphia,*	118,318 38	75,972 44	409,552 78	29,550 11	633,393 71
Bangor and Portland,	46,955 06	14,061 91	38,069 52	13,127 69	112,144 03
Barclay Coal Co.'s R. R.,	6,918 08	765 33	10,714 63	4,401 12	22,799 16
Bare Rock,	.....	.....	975 15	544 48	1,519 63
Beech Creek,	145,784 08	177,132 62	300,244 95	31,527 13	654,688 78
Bellefonte Central,	3,133 99	2,146 04	8,593 67	3,343 30	17,217 00
Berlin,*	3,705 55	771 93	5,208 86	930 94	10,617 28
Berlin Branch,	3,256 71	28 41	3,276 57	545 12	7,106 81
Bloomsburg and Sullivan,	9,467 53	12,527 93	7,555 74	936 00	30,457 20
Bradford, Bordell and Kinzua,	7,987 22	9,417 81	23,854 71	3,277 98	44,537 72
Bradford and West Pennsylvania,	3,032 91	2,260 46	2,432 95	524 61	8,250 93
Brownstone and Middletown,	1,110 71	1,915 33	3,608 67	435 20	7,069 91
Buffalo, Rochester and Pittsburg	379,718 81	557,100 57	1,008,512 52	94,829 51	2,120,161 41
Buffalo and Susquehanna,	71,391 80	47,564 49	114,201 06	36,886 29	270,043 64
Cammal and Black Forest,	.....	.....	8,739 46	.....	8,739 46
Catasauqua and Fogelsville,	13,344 47	5,142 93	15,216 59	312 98	34,036 97
Central Pennsylvania and Western,	2,574 45	1,604 44	3,861 51	13,906 16	21,946 59

Digitized by Google

Central Railroad Company of Pennsylvania,	11,036 50	2,946 41	28 040 70	9 738 89	51,762 50
Chambersburg and Gettysburg,	216 25	.....	374 38	63 70	654 33
Chester and Delaware River,	6,387 96	3,465 63	17,853 46	30 67	27,737 72
Clarion River,	6,792 20	.....	5,587 79	3,778 44	16,158 43
Cornwall,	14,845 51	6,667 70	28,629 11	4,261 63	54,403 95
Cornwall and Lebanon,	28,534 09	10,692 79	74 721 23	9,281 86	125,2[illegible]9 97
Confluence and Oakland,*	7,376 64	221 02	8,168 69	2,368 75	18,078 10
Coudersport and Port Allegheny,	12,098 00	1,760 60	17,9[illegible]0 00	2,590 00	34,428 00
Cumberland Valley,	200,630 19	86,332 79	314,669 16	33,079 05	634,711 19
Delaware and Hudson Canal Co.'s R. R.,	121,921 33	131,928 70	1,021,025 86	17,062 29	1,294,938 18
Delaware, Lackawanna and Western,	554,441 51	1,117 496 42	2,769,112 11	97,005 41	4,338 656 25
Delaware, Susquehanna and Schuylkill,	33,125 86	52 044 53	851,561 10	62,590 87	999,332 36
Dunkirk, Allegheny Valley and Pittsburg,	70,272 06	16,151 33	121,135 46	3,818 93	211,377 78
Eaglesmere,	.....	.....	.....	3,907 18	3,907 18
East Broad Top,	13,691 21	15,408 02	27,747 96	6,845 74	63,692 93
Emporium and Rich Valley,	1,937 93	2,013 97	4,711 85	1,430 53	10 094 28
Erie,	3,077,124 42	4,071,687 28	12,508 769 83	558,404 09	20,215,985 62
Erie and Wyoming Valley,	77 694 85	79,454 04	234,121 42	23,190 79	414 461 10
Fairmont, Morgantown and Pittsburg,*	54 264 66	4,591 71	72,188 03	11,282 39	142,326 79
Fall Brook,	221,875 95	159,606 59	633,278 31	68,243 10	1 083,003 95
Falls Creek,	205 43	.....	5,810 89	.....	6,016 32
Gettysburg and Harrisburg,	26,462 97	9,059 82	38 731 74	4,600 24	78,854 77
Greenlick,	35 15	80 00	175 00	60 00	310 15
Hanover and New Port,	2,186 03	.....	.....	.....	2,186 03
Hunter's Run and Slate Belt,	3,161 85	588 10	2,829 26	820 76	7,399 77
Huntingdon and Broad Top Mountain,	43,711 72	30,463 38	143,174 50	56,114 05	273 393 65
Ironton,	8,524 61	4,976 19	8,014 55	.....	21,515 35
Junction,	13,061 58	.....	69,614 47	1,247 21	83,923 26
Kane and Elk,	1,612 03	1,313 63	3,646 55	961 38	7 533 79
Kishwaukee Mineral Springs,	1,341 17	855 17	2,681 04	384 78	4,262 16
Ketner, St. Marys and Shawmut,	1,038 68	844 47	3,560 82	785 75	6,129 72
Kinzua Creek and Kane,	4,656 29	1,171 42	4,234 86	1,063 25	11 125 82
Kinzua Valley,	6,612 26	743 61	3,825 72	1,252 20	12,433 79
Kishacoquillas Valley,	2,274 54	930 86	3,410 74	50 00	6,666 14
Lackawanna and Montrose,	2,738 37	591 90	9,4[illegible]0 67	.....	12,769 94
Lancaster, Oxford and Southern,	4 854 72	2,017 82	6,362 93	1,897 33	15,1[illegible]2 80
Lancaster and Reading Narrow Gauge,	4,636 67	2,897 37	11,696 24	2,143 51	1[illegible],373 79
Lake Shore and Michigan Southern,	2,237,365 87	3,802,545 03	8 073,680 50	316,641 29	14,4[illegible],[illegible]32 [illegible]
Lehigh and Lackawanna,	20,496 99	7,339 21	30,187 49	3 121 62	61 145 31
Lehigh and Susquehanna,	325,507 04	607,318 86	1,338 441 41	112,490 71	2 393,758 02
Lehigh Valley,	1,974,016 79	2,684,762 07	8 856,197 42	566,549 24	14,077,525 52
Ligonier Valley,	8,658 15	1,657 92	17,693 47	7,885 75	35,895 29

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Little Saw Mill Run,	$11,274 67	$6,969 59	$9,902 68	$5,131 98	$33,278 92
McKeesport Connecting,	5 750 16	5,678 70	24,371 73	1,535 42	37,336 01
Mahoning Valley,	247 61	6,630 70	8,830 80	1,784 54	17,493 65
Medix Run,	3,424 20	1,016 28	3,724 26	73 18	8,237 92
Middletown and Hummelstown,	3,371 72	1,069 18	4,202 39	14 05	8 6.7 34
Monongahela Connecting,	45,999 24	10,950 38	56,109 70	10,908 71	124,968 03
Mohnsville and Adamstown,	.....	.....	.....	8,730 29	8,730 29
Mont Alto,	7,286 82	2,423 31	10,801 16	588 50	21,099 79
Montour,	7 529 13	5,947 61	11,359 43	1,843 34	26,679 51
Montrose,	21,793 66	2,723 11	9,946 87	1,135 18	35,598 82
Mount Jewett, Kinzua and Riterville,	9,775 01	5,759 64	16,332 80	779 33	32,646 78
Mount Jewett and Smethport,	2,221 25	495 30	4,528 31	684 66	7,930 52
Mount Penn Gravity,	865 62	1,807 79	11,066 44	933 17	14,673 02
Neversink Mountain,	688 69	2,636 99	4,093 44	8 682 30	16,101 42
New Castle and Butler,	10,990 96	.....	4,874 72	.....	15 865 68
New Haven and Dunbar,	7 577 34	2,395 49	6,375 62	1,549 30	17,897 75
Newport and Sherman's Valley,	1,858 85	1,711 81	7,221 60	869 01	11,661 27
New York, Chicago and St. Louis,	588,058 53	688,347 28	3,[illegible]7,82[illegible] 41	114,543 12	4,908,773 34
New York and North Pennsylvania,	1,731 85	.....	2,285 00	90 00	4,106 85
New York, Susquehanna and Western	118,639 20	126,005 27	602,667 78	89,516 46	936,768 71
Northern Central,	862,929 62	1,019 420 37	2,661,021 50	151,778 66	4,6[illegible]5 150 15
North Bend and Kettle Creek,	2,707 10	2,032 72	7,641 83	.....	12,381 65
North East Pennsylvania,	18,584 50	.....	54,684 77	556 68	73,825 95
Ohio and Baltimore Short Line,	9,618 84	1,900 43	17,865 89	1,435 96	30,821 12

Digitized by Google

Olean, Oswego and Eastern,	2,185 88	923 27	5,215 98	677 13	9,002 56
Oregon and Texas,	325 00	60 30	2,100 00	1,033 01	3,518 30
Pennsylvania,	8,249 419 85	9,851,202 00	95,300,215 00	1 624,636 39	55,064 873 29
Pennsylvania Company, e	1,920,966 59	2,143,906 28	6,634,755 07	232,635 51	10,932,063 25
Pennsylvania and North Western,	87,312 51	73 679 57	234,413 23	31,204 03	426,009 34
Penn Gas Coal Co.'s R. R.,	7,605 71	181 80	7,109 34	.....	14,996 85
People's,	2,400 50	.....	.....	2,952 73	5,353 23
Perkiomen,	43,592 75	.....	122,625 55	6,175 70	172 394 00
Perry County,	2,878 14	465 68	6,1 4 63	720 00	10,198 45
Philadelphia Belt Line,	1,913 85	.....	3,248 39	1,479 54	6,641 78
Philadelphia and Chester Valley,	12,564 20	7,441 10	19,399 75	1,067 50	40,472 55
Philadelphia, Newtown and New York,	18,901 42	.....	57 5 8 67	4 754 10	81,194 19
Philadelphia and Reading,	1,716,067 39	2,356,909 33	7,272,798 18	523,043 23	11,868,818 13
Philadelphia, Wilmington and Baltimore,	1,351,282 04	1,165,660 83	4,046,653 26	177,399 16	6,740,995 29
Pittsburg and Castle Shannon,	8,317 45	8,091 50	31,613 05	4,126 24	52,148 21
Pittsburg, Chartiers and Youghiogheny,	17,316 54	19,240 70	46,363 58	5,334 10	88,254 92
Pittsburg, Cincinnati, Chicago and St. Louis,	1,746,110 15	2,370,075 39	6,278,274 09	307,230 47	10,701,690 10
Pittsburg and Connellsville,	324,527 79	339,5 6 32	1,420,080 01	99,170 75	2,183,284 87
Pittsburg Junction,	31 551 55	7,276 17	112,924 25	18,930 20	170,682 17
Pittsburg and Lake Erie,	997,936 50	674,809 46	1,626,837 75	102,196 66	3,401,780 37
Pittsburg, Lisbon and Western,a	2,182 93	828 66	2,350 01	1,245 12	6,596 72
Pittsburg, Marion and Chicago,b	13,121 53	7,881 47	13,028 37	4,997 77	39,028 94
Pittsburg and Moon Run,	3,009 47	940 13	5,656 40	10,001 13	19,607 13
Pittsburg and Northern,	.....	80 80	1,410 15	91 50	1,582 45
Pittsburg, Shenango and Lake Erie,	102,204 47	67,057 13	261,350 23	37,697 85	468 339 68
Pittsburg and Western,	191,134 69	309,762 80	649,239 81	52,294 54	1,202,431 84
Reading and Columbia,	44,033 12	38,259 73	112,213 38	927 97	195,434 21
Reynoldsville and Falls Creek,	11,752 72	.....	37,813 99	13,310 27	62 876 98
Rupert and Bloomsburg,	863 91	1,480 67	4,954 81	12 50	7,311 89
Saint Marys and South Western	5,963 00	2,715 74	6,695 69	3,217 74	18,592 17
Salisbury,	6,531 44	528 23	13,118 10	2,058 24	22,236 01
Sharpsville,	8,371 11	907 71	18,313 51	1,755 86	29 318 19
Slack Water Connecting,*	1,732 88	2,273 91	12,873 48	2,360 00	19,240 27
Slate Run,	3,050 93	4,147 17	6,248 79	796 13	14,243 02
Somerset and Cambria,*	29,147 92	5,660 32	56,203 00	7,643 15	98,654 39
South Shore,	.....	.....	3 838 90	.....	3,838 90
Stewartstown,	1,943 07	1,320 86	4,958 70	665 32	8,887 95
Stony Creek,	10,355 61	.....	25,262 24	1,978 59	37,596 44
Sugar Run,	1 246 50	858 27	6,533 04	.....	8,637 81
Susquehanna and Buffalo,	207 20	357 22	2,393 74	2,011 54	4,969 70
Tamaqua, Hazleton and Northern,	1,121 74	480 98	2,708 79	24 00	4,335 51
Tiadaghton and Fahnestalk,	271 42	12 00	519 43	232 90	1,035 75

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment	Conducting transportation.	General expenses.	Total operating expenses.
Tioga (5 months),	$13,401 96	$4,687 91	$34,731 36	$3,337 70	$56,168 93
Tionesta Valley,	18,071 49	1,491 54	15,219 89	450 68	38,233 60
Tionesta Valley and Hickory,	266 08	27 74	1,491 85	18 55	1,804 22
Tionesta Valley and Salmon Creek,	688 46	.....	665 14	189 07	1,542 67
Tuscarora Valley,	2,689 60	5,116 70	5,[illegible]04 80	1,543 59	15,254 69
Union,	.....	3,023 19	17,260 60	1,501 42	21,785 21
Ursina and North Fork,	1,092 93	.....	764 46	28 73	1,886 12
Valley,	575 26	276 59	3,673 39	655 92	5,181 16
Waynesburg and Washington,	18,489 85	11,777 53	18,729 91	1,282 47	50,279 75
Western Maryland,	101,175 93	114,056 49	525,637 22	46,280 37	787,150 01
Western New York and Pennsylvania,	581,861 38	433,009 69	1,110,034 67	109,005 30	2,233,911 04
Wheeling, Pittsburg and Baltimore,*	131,456 99	78,037 01	440,126 98	24,229 70	673,850 48
Wilkes-Barre and Eastern,	37,572 23	28,104 27	168,233 60	4,312 74	238,[illegible]22 84
Williamsport and North Branch,	15,881 50	4,819 61	34,821 27	7,010 20	62,532 58
Williams Valley,	1,933 46	2,870 29	9,367 60	.....	14,171 45
Wilmington and Northern,	83,655 66	58,420 74	227,515 79	37,310 10	406,9[illegible]2 29
York Southern,	7,918 91	3,134 57	30,[illegible]05 17	4,651 30	46,6[illegible]9 [illegible]5
Total,	$30,293,482 93	$36,370,453 75	$164,336,[illegible]2 85	$6,210,391 67	$177,220,611 20

* See foot note *, Table F.
a See foot note a, Table F.
b See foot note b, Table F.
c See foot note c, Table F.

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus for the year ending June 30, 1896, after deducting dividends.	Deficit for the year ending June 30, 1896, after deducting dividends.
Addison and Pennsylvania,	$35,363 79	$82,487 57		$21,021 45
Allegheny and Kinzua,	1,459 27	17,715 30		830 43
Allegheny and South Side,	649 53	2,838 34		169 94
Allegheny Valley,	1,150,590 76	2,769,652 92		220,694 70
Allentown,			$3,729 18	
Allentown Terminal,	18,000 00	18,000 00		
Altoona, Clearfield and Northern,		10,404 84	357 79	
Altoona and Phillipsburg,		35,872 87		15,261 18
Arnot and Pine Creek,			12,750 00	
Bald Eagle Valley,	39,553 67	39,553 67		4,120 53
Baltimore and Cumberland Valley,	4,368 00	4,368 00		
Baltimore and Cumberland Valley Extension,	13,800 00	13,800 00		
Baltimore and Harrisburg,	52,531 15	222,928 66	33,466 37	
Baltimore and Harrisburg Western Extension,	12,000 00	12,000 00		
Baltimore and Philadelphia,*	247,446 15	880,839 86		121,087 19
Bangor and Portland,	24,350 58	136,494 67	2,855 57	
Barclay Coal Company's Railroad,	5,643 77	28,442 93	12,360 54	
Bare Rock,		1,519 63	494 97	
Beaver and Ellwood,	2,135 72	2,135 72	2,964 41	
Beaver Meadow, Trescow and New Boston,	127 50	127 50		127 50
Bedford and Bridgeport,	93,731 09	93,731 09		20,103 93
Beech Creek,	370,372 77	1,025,061 55	130,877 52	
Belvidere Delaware,	174,642 34	174,642 34		134,648 82
Bellefonte Central,	4,585 34	21,802 34	1,368 03	
Berlin,*	45 31	10,662 59		4,557 53
Berlin Branch,	2,969 06	10,075 87		4,111 57
Big Level and Kinzua,	11,306 86	11,306 86		4,635 52
Bloomsburg and Sullivan,	37,232 08	67,689 28		9,022 64
Bradford, Bordell and Kinzua,	443 90	44,981 62	10,493 91	

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus for the year ending June 30, 1896, after deducting dividends.	Deficit for the year ending June 30, 1896, after deducting dividends.
Bradford and West Pennsylvania,	$102 16	$8,353 09	.....	$1,663 85
Brownstone and Middletown,	182 79	7,252 70	89 93	.....
Buffalo, Rochester and Pittsburgh,	824,156 04	2,944,317 45	117,644 03	.....
Buffalo and Susquehanna,	147,315 45	417,359 09	14,984 76	.....
Bustleton, f,	828 14	10,082 56	.....	10,082 56
Cambria and Clearfield,	74,806 37	74,806 37	52,000 93	.....
Cammal and Black Forest,	10,174 85	18,914 31	3,277 46	.....
Catasauqua nd Fogelsville,	30,229 03	64,266 00	.....	948 92
Catawissa,	9,027 93	9,027 93	1,812 07	.....
Central Pennsylvania and Western,	.....	21,946 59	87 09	.....
Central Railroad Company of Pennsylvania,	44,053 99	95,816 49	.....	43,846 48
Chambersburg and Gettysburg,	11 49	665 82	8,086 56	.....
Chartiers,	58,007 20	58,007 20	25,575 45	.....
Chester Creek,	12,214 36	12,214 36	11,100 00	.....
Chester and Delaware River,	817 09	28,554 81	.....	16,248 53
Chestnut Hill,	2,000 00	2,000 00	.....	.....
Clarion River,	5,725 49	21,883 92	5,326 19	.....
Clearfield and Mahoning,	32,500 00	32,500 00	.....	.....
Cleveland and Pittsburgh,	548,251 30	548,251 30	14,341 04	.....
Colebrookdale,	36,089 77	36,089 77	.....	11,576 51
Columbia and Port Deposit,	78,735 49	78,735 49	6,328 58	.....
Connecting,	71,630 96	71,630 96	.....	.....
Cornwall,	3,498 72	57,902 67	7,765 79	.....
Cornwall and Lebanon,	52,944 23	178,174 20	62,786 23	.....
Confluence and Oakland,*	10,461 58	28,539 68	.....	6,157 67
Coudersport and Port Allegheny,	12,772 00	47,200 00	4,340 71	.....
Cresson and Irvona,	23,386 54	23,386 54	.....	16,840 55
Cumberland Valley,	48,861 02	683,572 21	58,125 37	.....
Delaware and Hudson Canal Company s Railroad,	827,591 81	2,122,529 99	.....	.....

Digitized by Google

Delaware, Lackawanna nd Western,	8,081,249 63	12,419,305 88		616,109 14
Delaware River Railroad and Bridge Company, g	2,121 96	4,224 69		4,172 19
Delaware, Susquehanna and Schuylkill,	66,900 84	1,066,223 20	152,229 09	
Dillsburg and Mechanicsburg,	6,050 00	6,050 00		5,003 32
Downingtown and Lancaster,h,	15,580 83	21,062 78		21,062 78
Dunkirk, Allegheny Valley and Pittsburgh,	11,887 17	223,264 95		5,054 71
Eaglesmere,		3,907 18	5,221 08	
East Broad Top,	24,497 54	88,190 47		11,043 94
East Mahanoy,	3,414 00	3,414 00		
East Pennsylvania,	29,838 76	29,838 76		9,798 76
Easton and Northern,	1,125 00	1,125 00	2,767 98	
Ebensburg and Black Lick,i,	5,169 28	7,086 70		7,086 70
Elmira and Williamsport,	101,369 00	101,369 00	9 58	
Ellwood Connecting,	263 99	263 99	2,800 84	
Ellwood Short Line,	38,976 18	38,976 18	722 53	
Emporium and Rich Valley,		10,094 28	6,418 85	
Erie,	7,610,385 35	27,826,370 97		144,289 55
Erie and Pittsburgh,	217,426 00	217,426 00		400 68
Erie and Wyoming Valley,	214,586 70	629,047 80	130,497 54	
Fair Hill,	2,358 74	2,358 74		1,350 86
Fairmont, Morgantown and Pittsburgh,*	141,578 17	283,904 96		82,513 85
Fall Brook,	336,095 25	1,419,099 20	195,380 63	
Falls Creek,	174 16	6,190 48	1,536 71	
Fayette County,	1,042 15	1,042 15	233 05	
Gettysburg and Harrisburg,	33,497 09	112,351 86	5,108 96	
Greenlick,		310 15		60 15
Hanover and New Port,	263 99	2,450 02		10 87
Hanover and York,	9,282 50	9,282 50		1,400 49
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	39,752 15	39,752 15	4,201 78	
Hunter's Run and Slate Belt,	1,318 39	8,718 16		836 71
Huntingdon and Broad Top Mountain,	129,271 89	402,665 54	50,940 11	
Ironton,	1,380 56	22,895 91		11,519 54
Jamestown and Franklin,	57,792 84	57,792 84	8,408 31	
Johnsonburg,	14,086 06	14,086 06	11,931 66	
Junction,	39,808 77	123,732 03	55,999 22	
Kane and Elk,	93 80	7,627 39		1,076 16
Kensington and Tacony,	155 80	155 80		
Kishwaukee Mineral Springs,	49 25	4,311 41		503 32
Ketner, St. Mary's and Shawmut,	210 18	6,239 90	2,732 40	
Kinzua Creek and Kane,	550 00	11,675 82	433 07	
Kinzua Hemlock,	263 22	263 22	5,124 76	

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus for the year ending June 30, 1896, after deducting dividends.	Deficit for the year ending June 30, 1896, after deducting dividend.
Kinzua Valley,	$44 51	$12,478 30	.....	$3,748 73
Kishacoquillas Valley,	1,431 16	8,097 30	$982 17	.....
Lackawanna and Montrose,	407 96	13,168 90	171 39	.....
Lancaster, Oxford and Southern,	.....	15,132 80	.....	1,109 22
Lancaster and Reading Narrow Gauge,	250 14	21,623 93	21,745 49	.....
Lake Shore and Michigan Southern,	4,490,328 95	18,920,561 64	25,261 20	.....
Lehigh and Lackawanna,	18,370 16	79,515 47	.....	4,801 60
Lehigh and New England,	21,819 73	21,819 73	.....	4,530 83
Lehigh and Susquehanna,	1,601,102 66	3,994,860 68	622,768 43	.....
Lehigh Valley,	5,093,222 53	19,170,748 05	239,166 14	.....
Lewisburg and Tyrone,	19,678 15	19,678 15	.....	19,162 90
Ligonier Valley,	5,432 51	41,227 80	.....	396 33
Little Saw Mill Run,	10,673 42	43,952 34	2,068 30	.....
Little Schuylkill Navigation,	51,929 56	51,929 56	.....	802 16
Lykens Valley,	2,497 33	2,497 33	1,662 89	.....
McKeesport Connecting,	.....	37,336 01	5,287 17	.....
Mahoning Valley,	24,258 26	41,751 91	.....	4,134 42
Mahoning State Line,	352 57	352 57	.....	.....
Meadville, Conneaut Lake and Linesville,	10,000 00	10,000 00	.....	1,244 21
Medix Run,	.....	8,237 92	.....	5,781 46
Middletown and Hummelstown,	63 40	8,720 74	.....	778 21
Mifflin and Centre County,	13,543 19	13,543 19	6,934 69	.....
Mill Creek and Mine Hill,	463 20	463 20	199 30	.....
Mine Hill and Schuylkill Haven,	35,275 11	35,275 11	5,090 89	.....
Monongahela Connecting,	16,393 85	140,361 88	11,070 49	.....
Mohnsville and Adamstown,	.....	8,730 29	.....	1,843 66
Mont Alto,	7,768 18	28,867 97	.....	1,905 62
Montour,	320 89	27,000 40	14 041 43	.....
Montrose,	172 18	35,771 60	.....	11,388 97

Digitized by Google

Mount Carbon and Port Carbon,	3,197 18	3,197 18	300 22	
Mount Carmel and Natalie,	40,010 31	40,010 31	182 21	
Mount Jewett, Kinzua and Riterville,	15,882 90	48,529 68	1,784 77	
Mount Jewett and Smethport,	2,625 00	10,555 52	3,927 53	
Mount Penn Gravity,	3,993 66	18,666 68		3,797 45
Mount Pleasant and Broadford,	70 41	70 41	8,052 10	
Nescopec,	11,352 79	11,352 79		8,855 21
Nesquehoning Valley,	8,660 44	8,660 44		
Neversink Mountain,		16,101 42		6,537 88
New Castle and Beaver Valley,	4,785 40	4,785 40		45,207 96
New Castle and Butler,		15,865 68		7,679 14
New Castle and Shenango Valley,	15,000 00	15,000 00	8,758 02	
New Haven and Dunbar,		17,897 75		950 90
Newport and Sherman's Valley,	11,317 35	22,978 62		915 43
New York, Chicago and St. Louis,	1,135,747 31	6,044,520 65		120,375 53
New York and North Pennsylvania,	2,000 00	7,106 85		197 66
New York, Susquehanna and Western,	783,971 92	1,720,740 63	79,053 95	
Nittany Valley,	13,952 33	13,952 33		5,702 33
Northern Central,	1,628,591 99	6,323,742 14		18,705 70
North Bend and Kettle Creek,		12,381 65		5,623 29
North East Pennsylvania,	20,886 73	94,712 68		2,498 57
North Pennsylvania,	496,536 00	496,536 00		
North and West Branch,	110,809 01	110,809 01		12,276 86
Ohio and Baltimore Short Line,*	25,289 68	56,110 81		29,338 75
Ohio Connecting,	39,600 00	39,600 00	4,545 79	
Olean, Oswago and Eastern,	6,465 72	15,468 28		3,262 06
Ontario, Carbondale and Scranton,	78,280 95	78,280 95	24,270 72	
Oregon and Texas,		3,518 30		380 00
Pennsylvania,	16,401,339 05	61,466,212 34	1,705,157 80	
Pennsylvania Company, c,	8,232,388 04	19,164,951 29	1,004,084 05	
Pennsylvania and New York Canal and Railroad,	530,000 00	530,000 00		
Pennsylvania Schuylkill Valley,	405,606 93	405,606 93		134,992 56
Pennsylvania and North Western,	142,106 82	568,116 26	58,265 46	
Penn Gas Coal Company's Railroad,		14,996 85		7,652 29
People's,	1,800 00	7,153 23		1,171 92
Perkiomen,	104,363 33	276,757 33	12,531 21	
Perry County,	8,737 40	18,935 85	2,536 32	
Philadelphia and Baltimore Central,	160,543 41	160,543 41		49,416 36
Philadelphia Belt Line,	467 93	7,109 71		
Philadelphia and Chester Valley,	18,444 32	58,916 87		5,824 06
Philadelphia and Delaware County, k,	9,106 61	21,017 00		21,017 00

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus for the year ending June 30, 1896, after deducting dividends.	Deficit for the year ending June 30, 1896, after deducting dividends.
Philadelphia and Erie,	$1,214,646 66	$1,214,646 66	$41,074 11	
Philadelphia and Frankford,	25,466 50	25,466 50		
Philadelphia, Germantown and Chestnut Hill,	65,586 99	65,586 99		$45,765 69
Philadelphia, Germantown and Norristown,	11,474 93	11,474 93		2,928 37
Philadelphia, Harrisburg and Pittsburgh,	25,000 00	25,000 00		
Philadelphia, Newtown and New York,	29,811 82	111,006 01		3,861 48
Philadelphia and Reading,	10,159,615 14	22,028,433 27		21,391 53
Philadelphia and Reading Terminal,	465,355 22	465,355 22	236,986 79	
Philadelphia and Trenton,	20,356 42	20,356 42		
Philadelphia, Wilmington and Baltimore,	1,668,631 88	8,409,627 17	430,927 71	
Pickering Valley,	23,261 91	23,261 91		18,128 47
Pine Creek,	271,984 37	271,984 37	26,280 74	
Pittsburgh and Castle Shannon,	17,158 98	69,307 22		374 09
Pittsburgh, Chartiers and Youghiogheny,	37,801 07	126,055 99	38,635 03	
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,576,715 76	15,278,405 86	743,656 00	
Pittsburgh and Connellsville,		2,183,284 87		
Pittsburgh, Fort Wayne and Chicago,	888,817 48	888,817 48	569,091 29	
Pittsburgh Junction,	124,481 19	295,163 36	15,256 47	
Pittsburgh and Lake Erie,	846,518 01	4,248,298 38	430,605 72	
Pittsburgh, Lisbon and Western.c,		6,596 72	201 53	
Pittsburgh, Marion and Chicago,d,	20,298 65	59,327 59	21,488 97	
Pittsburgh, McKeesport and Youghiogheny,	261,116 46	261,116 46	237,579 00	
Pittsburgh and Moon Run,	6,812 08	26,419 21		6,609 18
Pittsburgh and Northern,	196 77	1,779 22		994 07
Pittsburgh, Shenango and Lake Erie,	172,748 80	641,088 48	18,735 64	
Pittsburgh, Virginia and Charleston,	315,183 43	315,183 43	122,863 67	
Pittsburgh and Western,	707,047 82	1,909,479 66		89,425 05
Pittsburgh, Youngstown and Ashtabula,	404,695 93	404,695 93	35,439 47	
Pomeroy and Newark,l,	952 26	9,355 84		9,355 84

Digitized by Google

Reading and Columbia,	115,306 21	310,740 42		18,980 65
Reynoldsville and Falls Creek,	10,200 00	73,076 98	411 42	
Ridgway and Clearfield,	25,512 15	25,512 15	269 91	
River Front,	18,783 79	18,783 79	166 90	
Rochester, Beaver Falls and Western,			797 46	
Rupert and Bloomsburg,	83 82	7,395 71	3,345 77	
Saint Marys and South Western,	5,755 17	24,347 34	69,235 83	
Sallsbury,		22,236 01		
Schuylkill and Lehigh,	27,000 00	27,000 00		
Schuylkill and Lehigh Valley,	100,000 00	100,000 00		
Schuylkill River East Side,	232,392 21	232,392 21	67,139 85	
Schuylkill Valley Navigation Railroad,	467 70	467 70	179 80	
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00		
Shamokin Valley and Pottsville,	145,042 81	145,042 81	160 00	
Sharon,	9,166 95	9,166 95	226 80	
Sharpsville,	8,054 80	37,402 99		12,855 72
Slack Water Connecting,*		19,240 27	5,032 98	
Slate Run,	1,148 27	15,391 29	4,370 55	
Somerset and Cambria,*	31,739 31	130,393 70	7,885 83	
South Fork, m,	802 14	1,252 80		1,252 80
South Shore,		3,838 90	5,443 28	
South West Pennsylvania,	194,130 01	194,130 01	8,822 11	
Southern Pennsylvania Railway and Mining Company,	43,902 22	43,902 22		39,321 59
State Line and Sullivan,	42,177 74	42,177 74		2,177 74
Stewartstown,	6,426 45	15,314 40	266 93	
Stony Creek,	844 70	38,441 14	9,631 77	
Sugar Run,	121 69	8,759 50	2,141 66	
Sunbury, Hazleton and Wilkes-Barre,	146,159 56	146,159 56		35,704 53
Sunbury and Lewistown,	138,652 64	138,652 64		21,120 51
Susquehanna and Buffalo,		4,969 70		1,840 13
Susquehanna and Clearfield, n,	14,732 48	21,142 55		21,142 55
Tamaqua, Hazleton and Northern,	47 14	4,382 65	6,456 01	
Tladaghton and Fahnestalk,	130 31	1,166 06	190 20	
Tioga—five months,	28,168 82	84,337 75	36,909 48	
Tionesta Valley,	1,266 39	39,499 99	18,454 18	
Tionesta Valley and Hickory,	148 63	1,952 85	219 20	
Tionesta Valley and Salmon Creek,	2,125 50	3,668 17		540 44
Tipton, o,	67 65	94 32		94 32
Trenton, Delaware Bridge Company,	32,678 43	32,678 43	15,431 66	
Trenton Cut-Off,	10 00	10 00		10 00
Tuscarora Valley,		15,254 69	2,202 32	

Digitized by Google

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus for the year ending June 30, 1886, after deducting dividends.	Deficit for the year ending June 30, 1886, after deducting dividends.
Tyrone and Clearfield,	$56,704 20	$56,704 20	.....	.....
Union,	.....	21,785 21	$6,226 64	.....
Ursina and North Fork,	15 85	1,901 97	.....	.....
Valley,	138 54	5,319 70	8,273 86	.....
Waynesburg and Washington,	8,157 73	58,437 49	10,161 53	.....
West Chester,	3,750 00	3,750 00	8,250 00	.....
Western Maryland,	253,644 03	1,040,794 04	91,505 13	.....
Western New York and Pennsylvania,	688,188 49	2,922,099 53	320,569 32	.....
Wheeling, Pittsburgh and Baltimore,*	279,500 79	953,351 27	.....	$280,716 52
Wilcox,	395,926 59	395,926 59	.....	29,578 95
Wilkes-Barre and Eastern,	153,225 02	391,447 86	.....	11,430 83
Wilkes-Barre and Scranton,	25,380 00	25,380 00	.....	.....
Williamsport and North Branch,	57,924 04	120,456 62	.....	19,598 46
Williams Valley,	6,588 37	20,759 82	2,179 23	.....
Wilmington and Northern,	52,251 36	459,153 65	24,719 97	.....
York Southern,	13,197 50	59,807 45	6,459 75	.....
Total,	$90,259,896 99	$267,526,465 98	$8,879,548 63	$2,840,662 44

* See foot note * Table F.
c See foot note c Table F.
d See foot note d Table F.
e See foot note e Table F.
f Deficit from operating, $9,254.42.
g Deficit from operating, $2,102.73.
h Deficit from operating, $5,481.95.
i Deficit from operating, $1,917.32.
k Deficit from operating, $11,910.39.
l Deficit from operating, $8,403.58.
m Deficit from operating, $450.66.
n Deficit from operating, $6,410.07.
o Deficit from operating, $26.67.

Digitized by Google

TABLE L.—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,	.....	.....	1	.....	1	.....	2	.....
Allegheny and South Side,	.....	.....	.....	3	.....	.....	.....	3
Allegheny Valley,	.....	4	3	51	12	11	15	66
Altoona and Philipsburg,	.....	.....	.....	.....	1	3	1	3
Baltimore and Harrisburg,	.....	.....	2	8	.....	.....	2	8
Baltimore and Philadelphia,*	1	.....	1	6	4	8	6	14
Beech Creek,	.....	.....	1	9	3	.....	4	9
Bradford, Bordell and Kinzua,	.....	.....	.....	1	.....	.....	.....	1
Brownstone and Middletown,	.....	.....	.....	1	.....	.....	.....	1
Buffalo, Rochester and Pittsburg,	.....	3	8	247	7	17	15	267
Buffalo and Susquehanna,	.....	1	2	34	.....	.....	2	35
Catasauqua and Fogelsville,	.....	.....	.....	1	.....	.....	.....	1
Chester and Delaware River,	.....	.....	.....	7	.....	.....	.....	7
Cornwall,	.....	.....	.....	.....	2	.....	2	.....
Cornwall and Lebanon,	.....	.....	1	6	.....	1	1	7
Confluence and Oakland,*	.....	1	.....	1	.....	.....	.....	2
Cumberland Valley,	.....	.....	.....	7	.....	1	.....	8
Delaware and Hudson Canal Co.'s R. R.,	1	10	11	77	23	25	35	112
Delaware, Lackawanna and Western,	1	.....	7	7	25	15	33	22
Delaware, Susquehanna and Schuylkill,	.....	.....	5	28	1	2	6	30
Dunkirk, Allegheny Valley and Pittsburg,	.....	14	.....	4	.....	2	.....	20
East Broad Top,	.....	1	.....	1	.....	.....	.....	2
Erie,	.....	71	34	1,337	116	231	150	1,639
Fairmont, Morgantown and Pittsburg,*	.....	.....	.....	6	.....	5	.....	11
Fall Brook,	.....	.....	3	35	1	3	4	38
Gettysburg and Harrisburg,	.....	.....	1	4	.....	2	1	6
Hunter's Run and Slate Belt,	.....	.....	.....	.....	.....	1	.....	1
Huntingdon and Broad Top Mountain,	.....	.....	2	16	1	1	3	17

Digitized by Google

TABLE L.—ACCIDENTS—Continued.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Ironton,	.....	.....	.....	1	1	.....	1	1
Ketner, St. Marys and Shawmut,	.....	.....	.....	.....	.....	1	.....	1
Lackawanna and Montrose,	.....	.....	.....	.....	1	.....	1	.....
Lake Shore and Michigan Southern,	.....	3	28	42	89	78	117	123
Lehigh and Lackawanna,	.....	.....	.....	.....	.....	2	.....	2
Lehigh and Susquehanna,	.....	9	6	70	18	16	24	95
Lehigh Valley,	1	39	36	549	66	101	103	689
McKeesport Connecting,	.....	.....	.....	6	.....	.....	.....	6
Middletown and Hummelstown,	.....	.....	.....	1	.....	1	.....	2
Monongahela Connecting,	.....	.....	.....	2	2	.....	2	2
Montrose,	.....	1	.....	3	.....	.....	.....	4
Mount Jewett, Kinzua and Riterville,	.....	.....	2	1	.....	.....	2	1
New York, Chicago and St. Louis,	1	9	10	393	18	44	29	446
New York, Susquehanna and Western,	.....	2	3	3	6	2	9	7
Northern Central,	.....	7	6	138	14	24	20	169
North East Pennsylvania,	.....	.....	.....	3	.....	1	.....	4
Ohio and Baltimore Short Line,*	.....	.....	.....	4	.....	.....	.....	4
Pennsylvania,	8	353	152	3,129	362	587	522	4,069
Pennsylvania Company, a	3	28	17	1,386	93	151	113	1,565
Pennsylvania and North Western,	.....	.....	.....	9	1	2	1	11
Penn Gas Coal Co.'s R. R.,	.....	.....	.....	1	.....	.....	.....	1
Perkiomen,	.....	.....	.....	2	2	1	2	3
Philadelphia and Chester Valley,	.....	1	.....	3	.....	1	.....	5
Philadelphia, Newtown and New York,	.....	.....	.....	.....	1	.....	1	.....
Philadelphia and Reading,	10	85	46	1,097	111	173	167	1,375
Philadelphia, Wilmington and Baltimore,	3	47	25	104	40	92	68	243
Pittsburg, Chartiers and Youghiogheny,	.....	.....	.....	3	1	2	1	5
Pittsburg, Cincinnati, Chicago and St Louis,	4	66	25	2,127	96	181	125	2,374

Digitized by Google

Pittsburg and Connellsville,	.....	5	12	397	41	46	53	442
Pittsburg Junction,	.....	.....	.....	24	1	2	1	26
Pittsburg and Lake Erie,	.....	2	5	34	35	35	40	71
Pittsburg, Marion and Chicago, a,	.....	.....	.....	1	.....	1	.....	2
Pittsburg, Shenango and Lake Erie,	.....	.....	2	35	1	1	3	36
Pittsburg and Western,	.....	.....	5	40	.....	3	5	43
Reading and Columbia,	.....	.....	.....	6	.....	2	.....	8
Rupert and Bloomsburg,	.....	.....	.....	2	.....	.....	.....	2
Salisbury,	.....	.....	.....	4	.....	.....	.....	4
Schuylkill River East Side,	.....	.....	2	19	2	9	4	28
Sharpsville,	.....	.....	.....	1	.....	.....	.....	1
Somerset and Cambria,*	.....	.....	.....	7	.....	.....	.....	7
Stony Creek,	.....	.....	.....	2	1	1	1	3
Sugar Run,	.....	.....	.....	1	.....	.....	.....	1
Tioga (5 months),	.....	.....	.....	.....	.....	1	.....	1
Tuscarora Valley,	.....	.....	2	.....	.....	.....	2	.....
Waynesburg and Washington,	.....	.....	.....	.....	.....	1	.....	1
Western Maryland,	.....	.....	4	18	1	5	5	23
Western New York and Pennsylvania,	.....	7	3	81	7	12	10	100
Wheeling, Pittsburg and Baltimore,*	4	63	5	35	7	10	16	198
Wilkes-Barre and Eastern,	.....	.....	.....	4	.....	.....	.....	4
Wilmington and Northern,	.....	2	1	8	4	8	5	18
Total,	37	834	479	11,693	1,219	1,919	1,735	14,446

* See foot note *, Table F.
a See foot note a, Table F.
b See foot note b, Table F.

Digitized by Google

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	$799,215 32	$868,490 56	$658,272 55	$653,396 47	$661,167 33
Allegheny and Kinzua,	311,210 30	325,453 76	287,024 85	286,800 20	286,356 12
Allegheny and South Side,	.....	.....	.....	.....	8,455 14
Allegheny Valley,	17,788,536 92	17,712,302 52	17,577,659 19	17,466,717 67	17,370,877 66
Allentown,	12,745 37	12,745 37	12,745 37	12,745 37	12,745 37
Allentown Terminal,	527,282 40	539,548 25	542,006 00	535,935 88	580,251 29
Altoona, Clearfield and Northern,	57,615 00	78,642 73	96,895 14	.....	83,796 14
Altoona and Philipsburg,	.....	.....	.....	.....	340,283 54
Arnot and Pine Creek,	3,350 74	3,350 74	.....	.....	.....
Bald Eagle Valley,	352,944 47	352,290 60	344,036 05	340,000 00	336,307 50
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	230,000 00	230,000 00	230,000 00	239,450 00	246,350 00
Baltimore and Harrisburg,	787,162 87	749,854 52	690,000 00	753,361 18	739,944 47
Baltimore and Harrisburg Western Extension,	240,000 00	240,000 00	240,000 00	240,000 00	240,000 00
Baltimore and Lehigh,	2,151,719 21	.....	12,096 01	.....	.....
Baltimore and Philadelphia,	6,955,453 73	7,079 198 74	7,220,853 36	7,359,278 08	7,480,365 27
Bangor and Portland,	320,000 00	320,000 00	320,000 00	320,000 00	320,000 00
Barclay,	81,000 00	82,000 00	82,000 00	68,000 00	76,000 00
Bear Rock,	.....	.....	5,610 37	4,821 54	4,326 57
Beaver and Ellwood,	73,315 64	3,909 03	110,542 14	77,285 89	69,847 20
Bedford and Bridgeport,	1,702,834 68	1,701,131 34	1,700,435 60	1,700,000 00	1,700,000 00
Beech Creek,	5,887,560 34	5,907,071 94	6,088,196 14	6,292,631 85	6,123,646 28
Belvidere Delaware,	.....	.....	.....	.....	2,811,765 58
Bellefonte Central,	15,152 67	58,013 27	66,374 59	77,192 60	88,360 00
Berlin,	67,584 88	73,890 85	78,985 38	84,362 52	88,920 05
Berlin Branch,	65,054 01	66,722 84	68,593 67	71,464 50	.....
Big Level and Kinzua,	.....	.....	.....	.....	87,943 26
Bloomsburg Belt,	.....	.....	5,059 24	14,085 98	.....
Bloomsburg and Sullivan,	600,000 00	599,000 00	599,000 00	621,457 23	616,428 70
Bradford, Bordell and Kinzua,	660,404 70	5,099 33	8,174 51	.....	.....
Bradford, Eldred and Cuba,	1,015,467 97	.....	.....	.....	.....
Bradford and West Pennsylvania,	376 15	5,796 90	10,215 15	14,663 74	17,601 47
Brownstone and Middletown,	1,597 18	3,608 85	895 58	1,403 64	1,654 07
Buffalo, Bradford and Pittsburgh,	823,543 61	827,916 28	580,000 00	580,000 00	.....

Digitized by Google

Buffalo, Rochester and Pittsburgh,	9,880,481 29	11,546,474 99	11,890,185 30	11,956,020 68	11,968,635 75
Buffalo and Susquehanna,	.....	.....	778,701 01	1,092,246 08	1,462,978 31
Bustleton,	12,332 50	18,900 16	25,770 87	33,245 06	43,727 62
Cambria and Clearfield,	1,129,597 51	1,381,934 15	1,312,351 32	1,310,975 00	1,312,795 76
Cammal and Black Forest,	.....	.....	.....	.....	28,367 23
Catasauqua and Fogelsville,	164,284 18	195,058 80	194,649 65	180,649 48	154,123 83
Catawissa,	1,617,000 00	1,617,000 00	1,617,000 00	2,117,000 00	2,117,000 00
Central Pennsylvania and Western,	.....	651,000 00	682,000 00	713,000 00	744,000 00
Central Railroad of Pennsylvania,	.....	.....	.....	.....	744,649 39
Central Railroad Company of Pennsylvania,	.....	.....	.....	683,666 78	.....
Chambersburg and Gettysburg,	5,089 72	8,681 64	7,905 36	7,862 79	60 00
Chartiers,	505,618 25	505,966 25	506,798 50	507,427 50	507,838 00
Cherry Grove,	.....	10,000 00	10,000 00	10,000 00	.....
Chester Creek,	197,163 00	196,223 00	196,341 50	196,190 00	196,215 50
Chester and Delaware River,	277,785 56	320,588 37	336,770 58	361,476 96	378,793 66
Chestnut Hill,	499 50	190 50	243 00	174 00	184 50
Clarion River,	17,330 51	18,396 15	16,000 00	14,000 00	14,000 00
Clearfield and Mahoning,	.....	.....	694,478 63	746,684 04	750,045 05
Cleveland and Pittsourgh,	7,487,233 43	8,042,201 93	8,336,978 88	8,321,321 67	8,638,865 42
Colebrookdale,	912,725 67	943,662 00	972,750 21	1,012,662 00	1,030,662 00
Columbia and Port Deposit,	1,805,029 73	1,801,260 71	1,800,970 00	1,800,000 00	1,804,800 11
Connecting,	2,053,047 81	2,100,198 51	2,107,488 46	2,163,250 33	2,297,644 34
Corning, Cowanesque and Antrim,	890,000 00	.....	.....	.....	.....
Cornwall,	34,000 00	.....	20,000 00	16,000 00	15,000 00
Cornwall and Lebanon,	877,206 96	835,822 46	834,360 62	820,664 33	766,400 00
Confluence and Oakland,	231,718 06	248,279 16	265,678 74	284,742 12	291,537 21
Coudersport and Port Allegheny,	75,000 00	75,000 00	75,000 00	75,000 00	285,000 00
Cresson and Irvona,	844,343 45	914,420 20	959,420 30	510,000 00	530,057 00
Crescent Connecting,	5,009 60	.....	.....	.....	.....
Cumberland Valley,	398,916 67	396,059 86	377,342 19	375,613 37	421,604 51
Delaware and Hudson Canal Company's Railroad,	17,575,966 25	13,456,496 50	13,489,658 74	8,648,927 64	8,827,753 54
Delaware, Lackawanna and Western,	13,117,545 85	11,041,731 74	10,014,328 28	9,859,898 80	12,830,205 20
Delaware River Railroad and Bridge Company,	.....	.....	.....	.....	1,459,557 58
Delaware River and Lancaster,	373,488 62	.....	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	726,298 08	53,562 23	787,374 78	920,449 92	956,824 37
Dillsburg and Mechanicsburg,	116,883 75	113,759 28	116,666 45	119,797 23	124,750 55
Downingtown and Lancaster,	408,947 83	447,809 69	472,613 30	509,625 43	530,688 21
Dunkirk, Allegheny Valley and Pittsburgh,	3,165,164 00	3,109,827 34	3,198,391 89	3,226,402 21	3,218,744 60
Eaglesmere	.....	.....	.....	.....	70,415 41
East Broad Top,	719,208 75	743,846 12	751,310 37	590,048 15	797,447 81
East Mahanoy,	17,820 16	21,562 11	21,655 32	19,918 47	4,919 92
East Pennsylvania,	495,945 89	495,045 89	495,045 89	495,045 89	504,844 65

Digitized by Google

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Easton and Northern,	$63,665 93		$78,920 46	$79,602 16	$91,557 41
Ebensburg and Black Lick,				102,677 61	104,594 93
Elmira and Williamsport,	1,600,905 00	$1,600,095 90	1,600,095 00	1,600,095 00	1,583,615 00
Ellwood Connecting,		13,726 66	12,588 84	11,107 52	8,306 68
Ellwood Short Line,			403,928 74	404,897 24	405,636 23
Emporium and Rich Valley,	10,285 07	12,425 50	20,913 73	18,729 43	16,115 25
Engleside,		789 20			
Erie,					134,694,646 30
Erie and Pittsburgh,	3,409,944 60	3,404,704 87	3,406,995 19	3,408,660 51	3,410,125 83
Erie and Wyoming Valley,	3,659,942 02	3,551,512 69	3,664,280 16	3,636,659 29	3,546,761 42
Faithill,					183,000 00
Fairmont, Morgantown and Pittsburgh,			3,090,918 20	3,323,381 25	3,412,745 40
Falls Brook,		1,737,483 83	1,239,429 83	533,196 09	392,449 89
Falls Creek,	3,003 61	44 87	4,564 58	1,944 07	
Fayette County,			158 65		
Gettysburg and Harrisburg,	681,528 48	698,426 59	712,651 73	716,341 26	721,450 22
Greenlick,					
Hanover and New Port,		24 35		384,099 86	386,760 59
Hanover and York,	210,092 50	173,945 00	158,897 50	3,400 05	155,851 46
Harrisburg, Portsmouth, Mount Joy and Lancaster,	2,960,500 00	3,344,389 29	3,202,916 61	758,874 50	757,706 25
Hunter's Run and Slate Belt,	46,009 81	59,850 31	55,840 01	22,749 62	24,908 83
Huntingdon and Broad Top Mountain,	758,847 25	757,932 75	758,337 50	2,359,640 40	2,972,655 52
Ironton,	6,896 54	7,681 94	5,441 15	5,369 43	6,131 62
Jamestown and Franklin,	2,024,185 68	1,998,173 11	1,988,342 72	1,982,041 55	1,971,489 54
Jefferson,	4,478,531 83	4,480,075 34	3,100,000 00	3,100,000 00	3,100,000 00
Johnsonburg,	242,190 74	228,527 47	224,000 00	218,000 00	206,000 00
Johnsonburg and Bradford,			497,554 73	499,396 30	501,666 35
Junction,	740,075 86	739,954 30	766,876 58	793,862 29	734,108 89
Kane and Elk,					4,779 80
Kensington and Tacony,	96,454 31	13,849 43	7,340 61		
Kishwaukee Mineral Springs,					53,014 87
Ketner, St. Marys and Shawmut,					454 07
Kinzua Creek and Kane,	8,579 40	14,500 00	13,950 38	13,037 58	15,000 00
Kinzua Hemlock,		28,196 27	23,629 02	18,483 35	21,703 64

Digitized by Google

Kinzua Valley,	1,459 48	6,993 11	5,255 24	13,411 55	15,806 80
Kishacoquillas Valley,	.....	.....	3,300 00	3,761 18	3,000 00
Lackawanna and Montrose,	7,337 63	8,075 00	4,387 45	4,061 85	3,846 14
Lancaster, Oxford and Southern,	.....	1,576 56	1,453 48	2,658 91	3,665 77
Lancaster and Reading Narrow Gauge,	.....	.....	.....	801 60	.....
Lake Shore and Michigan Southern,	49,494,377 15	48,680,674 74	47,922,352 32	48,178,056 68	47,759,368 95
Lehigh and Lackawanna,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Lehigh and New England,	.....	.....	.....	.....	433,000 00
Lehigh Valley,	37,846,523 75	38,669,762 19	39,584,625 79	40,489,620 96	39,796,844 10
Lewisburg and Tyrone,	294,174 65	295,919 30	294,174 65	301,030 13	318,682 97
Ligonier Valley,	86,323 23	77,895 52	76,009 99	77,379 91	80,107 67
Little Saw Mill Run,	178,500 00	150,500 00	145,500 00	140,840 00	140,504 00
Little Schuylkill Navigation,	15,525 70	19,202 20	20,003 94	19,848 19	21,227 94
Littlestown,	56,439 17	.....	.....	.....	.....
Loyalsock,	151,227 61	49,263 05	146,048 52	158,284 02	165,444 26
McKeesport and Bessemer,	526,714 16	510,041 25	585,283 75	.....	.....
McKeesport Connecting,	5,976 52	31,433 68	15,808 70	27,955 71	12,335 13
Mahoning Valley,	153,889 67	243,681 71	222,535 64	215,564 64	218,914 84
Mahoning State Line,	.....	.....	.....	31,394 84	.....
Mauch Chunk, Summit Hill and Switch Back,	875 85	895 27	.....	.....	.....
Meadville, Conneaut Lake and Linesville,	183,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Medix Run,	.....	.....	.....	.....	2,785 50
Middletown and Hummelstown,	35,407 01	42,062 05	48,751 84	34,507 03	35,741 63
Mifflin and Centre County,	244,841 14	249,377 25	230,503 50	212,503 50	206,503 50
Mill Creek and Mine Hill,	43 75	376 25	577 50	16,548 75	16,306 25
Mine Hill and Schuylkill Haven,	.....	3,275 13	2,131 13	3,422 13	3,149 38
Monongahela Connecting,	241,372 97	257,039 63	214,537 70	211,924 95	211,960 28
Mohnsville and Adamstown,	.....	.....	.....	.....	4,050 00
Monongahela River and Street's Run,	32,120 29	687 10	479 79	.....	.....
Mont Alto,	262,827 52	259,138 64	269,955 81	273,492 17	274,592 41
Montour,	100,000 00	100,000 00	100,386 97	100,000 00	100,000 00
Montrose,	166 64	1,290 36	711 10	175 08	10,616 05
Mount Carbon and Port Carbon,	858 30	2,740 63	1,375 94	1,375 94	1,375 94
Mount Carmel and Natalie,	100,726 86	262,838 43	276,595 39	298,510 20	311,221 89
Mount Jewitt, Kinzua and Ritersville,	59,709 60	85,317 50	102,082 17	93,000 00	90,470 59
Mount Jewett and Smethport,	.....	3,006 75	1,583 45	1,378 44	40 75
Mount Penn Gravity,	75,000 00	100,000 00	101,800 00	98,400 00	101,200 00
Nescopec,	274,930 34	278,211 08	283,837 07	292,389 33	301,244 54
Nesquehoning Valley,	1,265 69	1,830 09	1,756 35	2,817 70	1,900 10
Neversink Mountain,	167,407 76	172,696 17	222,319 99	162,284 53	168,174 50
New Castle and Beaver Valley,	1,966 49	1,966 49	1,966 49	1,966 49	.....
New Castle and Chenango Valley,	256,060 06	258,538 66	264,421 45	259,056 20	250,298 58

Digitized by Google

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
New Haven and Dunbar,	.....	.....	$10,020 67	$22,945 87	$18,644 41
Newport and Sherman's Valley,	$108,746 84	$136,279 49	132,574 22	234,523 94	221,395 46
New York, Lake Erie and Western,	84,772,522 79	91,461,562 56	86,707,621 97	86,772,503 25	.....
New York, Lake Erie and Western Coal,	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	300,000 00
New York, Chicago and St. Louis,	20,446,256 19	20,585,461 48	20,121,080 94	20,140,488 23	20,000,137 01
New York and North Pennsylvania,	51,694 17	53,434 08	57,624 82	58,167 39	58,365 05
New York, Pennsylvania and Ohio,	116,623,678 55	119,070,598 80	121,972,789 44	124,849,408 51	.....
New York, Susquehanna and Western,	10,352,506 94	11,165,059 77	12,713,532 56	13,859,063 88	13,733,171 62
Nittany Valley,	91,400 00	87,310 00	87,100 00	82,850 00	81,750 00
Northern Central,	15,836,816 91	15,737,104 77	15,303,772 11	15,372,353 18	15,338,549 07
North Bend and Kettle Creek,	.....	.....	22,595 74	51,234 79	110,194 04
North East Pennsylvania,	878,090 83	915,049 61	934,699 45	935,701 47	939,347 45
North Pennsylvania,	7,514,776 11	7,523,515 96	7,568,178 81	7,383,693 64	7,560,560 22
North and West Branch,	1,547,321 45	1,505,247 49	1,500,928 50	1,500,062 50	1,503,292 50
Ohio and Baltimore Short Line,	1,523,516 72	1,562,162 56	1,596,940 08	1,635,144 47	1,665,432 11
Ohio Connecting,	704,653 58	704,075 23	708,859 96	719,447 09	726,047 09
Olean, Oswago and Eastern,	.....	.....	.....	71,124 61	74,543 08
Ontario, Carbondale and Scranton,	2,019,491 87	2,155,775 57	.....	2,152,606 67	2,146,244 93
Oregon and Texas,	.....	16,000 00	13,000 00	21,484 85	18,484 85
Pennsylvania,	100,043,680 18	120,906,858 94	111,039,011 97	101,212,641 30	103,698,734 96
Pennsylvania Company,	30,530,095 73	31,505,155 64	30,760,539 20	31,361,937 68	34,171,443 45
Pennsylvania and New York Canal and Railroad,	10,081,319 65	10,098,629 20	10,103,674 70	10,100,742 11	10,103,912 38
Pennsylvania, Poughkeepsie and Boston,	3,459,436 45	3,590,048 14	3,731,723 16	3,523,592 17	.....
Pennsylvania Schuylkill Valley,	7,744,326 93	7,388,907 41	7,043,379 07	7,000,000 00	7,018,638 11
Pennsylvania and Northwestern,	2,152,717 56	2,166,743 09	2,196,325 25	2,318,273 42	2,293,300 03
Penn Gas Coal Company's Railroad,	.....	.....	.....	36,380 69	.....
People's,	37,084 88	37,456 82	36,459 82	.....	36,283 47
Perkiomen,	2,941,497 58	2,948,160 64	2,955,235 39	2,941,367 58	2,945,026 34
Perry County,	59,587 50	.....	111,391 53	129,553 74	127,625 03
Philadelphia and Baltimore Central,	2,201,881 00	2,200,661 00	2,206,335 81	2,200,126 00	2,228,867 63
Philadelphia Belt Line,	8,462 20	.....	1,434 49	.....	674 99
Philadelphia and Chester Valley,	400,190 16	418,411 39	437,254 83	456,915 18	462,845 94
Philadelphia and Delaware County,	.....	.....	.....	191,442 62	217,893 64
Philadelphia and Erie,	19,680,314 00	19,776,357 41	19,841,253 13	19,857,945 39	19,864,797 89
Philadelphia and Frankford,	.....	489,000 00	.....	735,215 65	732,327 24

Digitized by Google

Philadelphia, Germantown and Chestnut Hill,	1,309,017 99	1,579,793 83	1,543,390 70	1,265,160 00	1,281,940 00
Philadelphia, Germantown and Norristown,	5,185 50	5,589 00	6,458 25	7,804 50	72,737 23
Philadelphia, Harrisburg and Pittsburgh,	1,144,542 44	1,144,542 44	1,275,762 70	1,257,845 75	1,261,823 53
Philadelphia, Newtown and New York,	946,079 29	716,705 40	1,604,135 17	1,741,400 60	1,609,072 62
Philadelphia and Reading,	153,800,402 45	180,813,731 66	179,105,763 82	174,108,789 33	175,569,075 33
Philadelph a and Reading Terminal,	397,009 73	2,283,521 80	2,420,815 83	2,460,708 98	2,254,495 19
Philadelphia and Trenton,	1,855,177 33	1,971,993 50	2,059,508 92	2,116,670 88	2,156,388 96
Philadelphia, Wilmington and Baltimore,	7,435,221 47	7,855,779 26	8,335,434 60	7,863,436 89	7,762,776 93
Pickering Valley,	871,635 08	1,190,251 26	909,291 42	926,667 67	944,796 14
Pine Creek,	4,008,277 60	3,869,482 33	3,829,691 41	3,829,657 90	3,796,629 20
Pittsburgh and Castle Shannon,	282,138 65	287,397 62	284,108 09	287,471 97	277,844 44
Pittsburgh, Chartiers and Youghiogheny,	727,114 92	732,934 92	703,658 57	700,304 51	696,428 72
Pittsburgh, Cincinnati, Chicago and St. Louis,	45,770,902 80	48,604,473 97	50,197,871 27	51,554,270 02	50,533,854 05
Pittsburgh and Connellsville,	24,770,800 71	25,482,861 22	26,404,793 19	27,041,044 97	27,951,265 32
Pittsburgh, Fort Wayne and Chicago,	13,134,676 15	13,128,033 15	13,160,620 91	13,200,114 08	13,206,187 33
Pittsburgh Junction,	2,004,432 68	1,867,327 68	1,838,541 17	1,912,208 49	1,999,162 45
Pittsburgh and Lake Erie,	4,839,804 80	4,926,900 66	4,814,161 03	4,852,106 93	4,672,066 69
Pittsburgh, Lisburn and Western,	.....	.....	.....	.....	112,481 96
Pittsburgh, Marion and Chicago,	.....	925,554 97	928,428 84	976,022 74	1,017,675 69
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00	3,750,000 00	3,750,000 00	3,750,000 00	3,750,000 00
Pittsburgh and Moon Run,	100,000 00	113,419 00	121,845 01	121,886 04	134,653 98
Pittsburgh and Northern,	49,520 06	53,076 17	55,541 73	56,374 49	57,368 56
Pittsburgh, Shenango and Lake Erie,	3,253,892 08	5,050,107 78	5,282,617 09	5,223,096 71	5,675,679 17
Pittsburgh, Virginia and Charleston,	3,922,605 46	4,101,642 69	4,279,113 23	3,434,298 00	3,710,083 72
Pittsburgh and Western,	14,761,808 23	16,421,910 20	17,898,438 72	17,809,631 96	17,682,382 54
Pittsburgh, Youngstown and Ashtabula,	3,378,916 20	3,380,633 35	3,380,335 03	3,381,317 70	3,076,591 70
Pomeroy and Newark,	181,262 77	201,758 27	218,456 38	220,961 62	230,317 46
Reading and Columbia,	2,975,802 51	3,036,373 33	3,063,104 60	3,080,940 04	3,103,954 26
Reading, Marietta and Hanover,	82,587 11	82,587 11	82,587 11	82,587 11	82,587 11
Rew City and Eldred,	2,118 60	.....	.....	.....	.....
Reynoldsville and Falls Creek,	178,486 11	209,318 99	252,677 22	249,219 54	170,183 11
Ridgway and Clearfield,	491,500 80	491,000 00	491,000 00	491,000 00	491,000 00
River Front,	380,143 81	387,130 02	300,300 00	300,000 00	300,000 00
Rochester, Beaver Falls and Western,	.....	24,398 02	26,583 03	.....	.....
Rupert and Bloomsburg,	20,852 99	.....	.....	36,446 21	38,325 75
Saint Marys and South Western,	.....	.....	.....	165,293 97	95,420 26
Salisbury,	151,841 00	151,680 00	150,024 50	150,017 50	150,035 00
Schuylkill and Lehigh,	1,031,448 45	1,031,448 45	1,026,651 22	1,026,609 95	1,025,052 59
Schuylkill and Lehigh Valley,	.....	.....	2,000,000 00	2,000,000 00	2,000,000 00
Schuylkill River, East Side,	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00
Schuylkill River, West Side,	1,359 10	.....	.....	.....	.....
Schuylkill Valley Navigation Railroad,	404 80	409 80	417 30	14,826 05	14,833 55

Digitized by Google

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Sewickley and Jeannette,	$3,000 00				
Shade Creek,	137 16	$32,290 82			
Shamokin, Sunbury and Lewisburg,	2,000,250 45	2,000,250 45	$2,000,250 45	$2,000,250 45	$2,000,000 00
Shamokin Valley and Pottsville,	2,073,375 00	2,073,267 50	2,073,855 00	2,072,681 80	2,072,263 15
Sharon,	164,000 00	164,000 00	164,000 00	164,000 00	164,000 00
Sharpsville,	115,133 77	124,485 64	129,322 39	135,174 85	146,195 85
Sheffield and Spring Creek,	12,000 00	28,950 50	26,950 00	26,950 50	
Shenango Valley,	67,787 33				
Sinnemahoning Valley,	293 53	914 75			
Slate Run,	12,096 84	11,010 84	10,224 01	12,715 97	8,345 42
Somerset County,	6,000 00				
Somerset and Cambria,	754,500 00	636,000 00	636,000 00	636,000 00	592,500 00
South Chester,		31,644 81	63,315 14		3,565 23
South Easton and Phillipsburg,	7,899 12		7,899 12	7,899 12	7,899 12
South Fork,	76,766 75	85,962 49	87,961 92	11,244 97	12,594 50
South Mountain,					6,001 83
South Shore,					905,709 47
Southwest Pennsylvania,	931,115 64	949,154 61	931,704 17	903,745 00	
Southern Pennsylvania,					
Southern Pennsylvania Railway and Mining Company,		749,590 17	843,298 86	884,947 76	924,269 35
St. Mary's and South Western,			210,032 18		
State Line,		373,485 72			
State Line and Sullivan,	303,041 11	320,194 33	300,349 82	303,279 32	319,063 36
Stewartstown,				14,000 00	9,900 00
Stony Creek,	925,821 08	939,699 32	966,373 17	976,892 36	969,662 79
Sugar Run,		1,085 37	908 76	804 57	534 11
Sunbury, Hazleton and Wilkes-Barre,	2,538,364 30	2,541,765 75	2,537,523 05	2,353,082 35	2,357,549 64
Sunbury and Lewistown,	500,000 00	604,135 44	500,000 00	500,000 00	500,000 00
Susquehanna and Buffalo,	19,911 64		24,782 07	4,717 18	2,235 39
Susquehanna and Clearfield,	366,600 61	377,625 00	386,985 51	405,986 60	426,646 67
Tamaqua, Hazleton and Northern,	33,000 00	39,510 53	66,751 25	65,751 25	62,879 37
Tladaghton and Fahnastalk,	21,156 98	13,922 62			
Tioga,	798,842 00	789,842 00	789,842 00	789,842 00	789,842 00

Digitized by Google

Tionesta Valley,	40,182 14	33,886 34	33,023 24	2,029 00	6,833 23
Tionesta Valley and Salmon Creek,				10,952 75	12,893 19
Tipton,				1,066 98	1,033 65
Trenton, Delaware Bridge Company,					351,820 00
Trenton Cut-off,	1,201,285 28	1,201,285 28	1,201,285 28	1,201,305 28	1,200,010 00
Trescow,	141,570 87	141,570 87	142,538 28	144,014 62	150,648 59
Tuscarora Valley,			180,000 00		183,695 77
Turtle Creek Valley,	37,635 06	138,919 34			
Tyrone and Clearfield,	1,059,065 04	1,104,977 07	1,034,386 67	1,025,000 00	1,025,000 00
Union,	18,896 70				339,554 03
Valley,					23,628 62
Warren and Farnsworth,				109,955 14	
Waynesburg and Washington,	135,308 03	124,999 75	116,705 69		108,048 88
West Chester,	103,986 13	103,946 13	91,818 00	75,105 00	75,102 50
Western Maryland,	5,405,308 93	5,354,249 63	5,059,562 57	5,571,704 70	5,486,341 64
Western New York and Pennsylvania,	33,233,775 02	33,658,701 23	33,371,952 94	31,147,795 12	30,810,272 30
Western Pennsylvania,	4,249,095 97	4,477,199 61	4,454,757 09	4,489,978 75	4,029,142 00
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	5,788,887 56	6,003,442 35	6,296,852 12
Wilcox and Rocky Run,	393 59		1 50		
Wilkes-Barre and Eastern,			3,089,771 67	3,161,102 92	3,188,243 57
Wilkes-Barre and Harvey's Lake,	176,981 78	193,657 59	193,382 59	193,521 25	192,846 25
Wilkes-Barre and Scranton,	569,273 68	580,038 41	584,528 66	584,855 91	585,055 91
Wilkes-Barre and Western,	620,000 00				
Williamsport and Clearfield,	230,000 00				
Williamsport and North Branch,	403,895 17	695,845 24	1,249,159 10	1,280,383 74	1,301,830 99
Williams Valley,		109,811 04	108,933 76	147,855 21	101,674 06
Wilmington and Northern,	771,043 88	930,587 77	958,291 18	998,131 74	975,541 82
Wind Gap and Delaware,	126,521 68	129,241 66	129,241 66	129,241 66	131,485 26
York and Peach Bottom,					
York Southern,				406,615 96	538,776 86
Youghiogheny Northern,	1,569 40	3 00	7 00	421 50	
Youghiogheny and Wick Haven,			1,181 55		
Total,	$1,033,295,617 65	$1,098,715,586 89	$1,097,380,659 64	$1,086,192,221 88	$1,021,688,346 25

Digitized by Google

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	$1,361,365 71	$1,439,072 43	$1,420,196 29	$1,424,787 38	$1,420,509 14
Allegheny and Kinzua,	801,187 97	800,642 92	800,642 92	1,000,642 92	1,000,642 92
Allegheny and South Side,	.....	.....	.....	.....	7,750 00
Allegheny Valley,	42,547,604 23	42,795,831 97	42,887,067 67	42,899,689 14	42,977,000 88
Allentown,	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94
Allentown Terminal,	976,846 05	979,523 93	981,221 93	984,145 53	1,025,953 88
Altoona, Clearfield and Northern,	86,895 00	88,089 32	101,099 32	.....	103,402 43
Altoona and Philipsburg,	.....	.....	.....	.....	353,018 65
Arnot and Pine Creek,	258,350 74	258,350 74	258,350 74	258,350 74	258,350 74
Bald Eagle Valley,	1,880,016 50	1,986,544 45	1,896,376 35	1,896,376 35	1,896,376 35
Baltimore and Cumberland Valley,	.....	.....	.....	149,500 00	149,500 00
Baltimore and Cumberland Valley Extension,	.....	.....	.....	500,000 00	500,000 00
Baltimore and Harrisburg,	1,454,102 18	1,456,241 61	1,400,051 92	1,404,489 47	1,411,995 55
Baltimore and Harrisburg, Western Extension,	.....	.....	.....	480,000 00	480,000 00
Baltimore and Lehigh,	4,786,571 65	.....	2,000 00	.....	.....
Baltimore and Philadelphia,	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83
Bangor and Portland,	495,998 99	516,986 06	519,067 37	520,306 77	522,275 12
Barclay Coal Company's Railroad,	.....	.....	483,291 79	482,995 23	482,967 08
Barclay,	483,204 14	494,196 81	.....	.....	.....
Bear Rock,	.....	26,142 90	25,201 80	25,201 80	25,201 80
Beaver and Ellwood,	111,599 92	144,084 68	150,381 31	117,026 43	113,158 81
Beaver Meadow, Trescow and New Boston,	.....	.....	.....	.....	35,872 50
Bedford and Bridgeport,	2,303,202 13	2,306,320 21	2,305,624 47	2,305,188 87	2,305,188 87
Beech Creek,	10,000,000 00	10,000,000 00	10,723,053 83	10,731,358 40	10,731,428 90
Belvidere Delaware,	.....	.....	.....	.....	4,133,523 36
Bellefonte Central,	518,306 59	558,972 67	564,367 05	574,810 24	574,810 24
Berlin,	50,425 09	50,425 09	50,425 09	50,425 09	50,425 09
Berlin Branch,	77,326 19	77,326 19	77,326 19	77,326 19	77,326 19
Big Level and Kinzua,	.....	.....	.....	.....	208,303 85
Bloomsburg Belt,	.....	.....	15,059 24	24,035 98	.....
Bloomsburg and Sullivan,	1,197,650 00	1,197,650 00	1,199,000 00	1,201,343 49	1,200,000 00
Bradford, Bordell and Kinzua,	613,923 56	.....	1,450 35	615,250 67	.....
Bradford, Eldred and Cuba,	552,426 50	.....	.....	.....	.....
Bradford and West Pennsylvania,	31,283 93	35,768 60	42,822 68	44,614 12	46,379 77

Digitized by Google

Brockport and Shawmut,	21,195 26	21,195 26	21,195 26	21,195 26	21,195 26
Brownstone and Middletown,	25,000 00	27,550 00	27,550 00	27,550 00	27,550 00
Buffalo, Bradford and Pittsburgh,	3,109,943 61	3,114,316 28	3,114,975 97	3,114,975 97	3,110,629 55
Buffalo, Rochester and Pittsburgh,	20,124,637 68	21,623,884 84	21,959,711 26	22,123,382 83	22,486,934 95
Buffalo and Susquehanna,	.....	.....	1,699,129 18	2,320,000 00	3,043,874 37
Bustleton,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Cambria and Clearfield,	1,864,155 84	2,527,994 34	2,560,735 20	2,567,276 44	2,581,105 11
Cammal and Black Forest,	.....	.....	.....	.....	93,914 31
Catasauqua and Fogelsville,	711,778 02	712,069 99	712,069 99	712,069 99	712,069 99
Catawissa,	6,206,668 08	6,206,668 08	6,206,668 08	6,706,668 08	6,706,668 08
Central Pennsylvania and Western,	.....	.....	6,240,650 50	6,240,650 00	6,240,650 00
Central Railroad Company of Pennsylvania,	.....	.....	1,031,716 55	1,037,494 94	1,031,931 07
Central Trunk,	.....	.....	.....	.....	12,500 00
Chambersburg and Gettysburg,	204,240 00	204,240 00	200,000 00	200,000 00	200,000 00
Chartiers,	1,121,762 17	1,134,543 26	1,134,543 26	1,134,543 26	1,134,543 26
Chester Creek,	457,100 00	457,100 00	457,100 00	457,100 00	457,100 00
Chester and Delaware River,	310,117 53	331,547 09	331,547 09	359,712 75	360,780 92
Chestnut Hill,	.....	120,650 00	.....	.....	120,650 00
City and Park,	.....	.....	153,226 18	.....	.....
Clarion River,	112,947 83	152,865 23	.....	154,117 80	154,987 22
Clearfield and Mahoning,	.....	.....	1,344,478 63	1,396,684 05	1,400,045 05
Cleveland and Pittsburgh,	18,224,746 06	18,351,162 47	18,653,563 28	18,665,100 85	18,979,775 74
Colebrookdale,	672,341 93	672,341 93	672,341 93	672,341 93	672,341 93
Columbia and Port Deposit,	2,406,786 78	2,809,621 46	2,811,170 06	2,811,179 66	2,811,179 66
Connecting,	3,327,690 36	3,372,266 16	3,381,651 01	3,441,190 33	3,575,134 34
Corning, Cowanesque and Antrim,	2,062,692 28	.....	.....	.....	.....
Cornwall,	865,096 96	867,635 86	867,635 86	867,635 86	867,635 86
Cornwall and Lebanon,	1,554,147 83	1,575,185 86	1,578,143 64	1,579,232 11	1,581,370 16
Confluence and Oakland,	231,176 57	231,176 57	231,398 83	231,897 18	232,534 60
Coudersport and Pine Creek,	.....	.....	51,500 00	51,500 00	.....
Coudersport and Port Allegheny,	272,468 00	282,468 00	284,968 00	277,500 00	530,231 41
Cresson and Irvona,	1,853,507 92	1,829,182 35	1,829,082 35	1,000,000 00	1,000,057 00
Crescent Connecting,	13,726 61	.....	.....	.....	.....
Cumberland Valley,	2,206,158 14	2,084,603 12	2,087,993 27	2,092,603 80	2,092,603 80
Danville and Samokin,	26,710 00	.....	.....	.....	.....
Dauphin and Berks,	100,000 00	.....	.....	.....	.....
Delaware and Hudson Canal Company's Railroad,	5,792,823 20	5,816,106 06	5,831,377 84	5,882,799 86	6,029,215 37
Delaware, Lackawanna and Western,	26,849,763 53	26,547,381 26	26,021,108 48	25,710,074 82	25,621,144 62
Delaware River Railroad and Bridge Company,	558,174 92	.....	.....	.....	2,305,591 23
Delaware, Susquehanna and Schuylkill,	1,131,608 95	1,266,983 30	2,010,950 28	2,151,165 22	2,146,602 55
Dillsburg and Mechanicsburg,	215,113 02	215,793 53	215,793 53	215,793 53	215,793 53
Downingtown and Lancaster,	706,969 94	714,439 49	714,627 69	714,627 69	714,627 69

Digitized by Google

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Dunkirk, Allegheny Valley and Pittsburgh,	$4,541,256 67	$4,541,256 67	$4,541,256 67	$4,451,256 67	$4,541,486 67
Eaglesmere,	.....	.....	.....	.....	120,759 94
East Broad Top,	1,136,469 09	1,144,357 48	1,143,871 80	1,134,871 80	1,138,061 00
East Mahanoy,	497,792 68	497,792 68	497,792 68	497,792 68	497,792 68
East Pennsylvania,	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01
Easton and Northern,	263,665 93	.....	278,825 40	279,599 50	388,143 20
Ebensburg and Black Lick,	.....	.....	.....	344,790 34	348,391 37
Edgewood,	.....	21,532 64	.....	.....	.....
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,554,000 0
Ellwood Connecting Short Line,	.....	63,443 48	63,443 48	63,443 48	63,443 48
Ellwood Short Line,	.....	.....	656,839 66	716,839 66	716,839 66
Emporium and Rich Valley,	88,015 28	105,262 65	113,179 81	117,724 66	121,339 93
Engleside,	.....	11,700 05	12,306 25	12,306 25	12,306 25
Erie,	.....	.....	.....	.....	274,302,545 15
Erie and Pittsburgh,	5,087,873 97	5,096,005 84	5,096,005 84	5,096,005 84	5,096,005 84
Erie and Wyoming Valley,	5,420,653 20	5,356,172 92	5,430,147 87	5,434,195 67	5,405,911 90
Fairchance and State Line,	.....	.....	.....	.....	331,300 58
Fairmont, Morgantown and Pittsburgh,	.....	.....	2,265,446 02	2,414,585 10	2,421,435 49
Falls Brook,	.....	4,844,848 46	4,924,619 24	4,976,066 98	5,101,604 95
Falls Creek,	29,496 62	29,496 63	27,560 51	28,285 46	30,000 00
Ferney Mountain,	.....	22,946 39	.....	.....	.....
Gettysburg and Harrisburg,	1,207,121 28	1,221,659 51	1,210,639 89	1,213,587 52	1,213,587 52
Grassy Island,	9,703 70	.....	.....	.....	.....
Greenlick,	.....	9,000 00	9,875 65	.....	9,175 15
Hanover and New Port,	.....	.....	.....	385,976 96	388,626 82
Hanover and York,	371,826 48	532,276 48	532,276 48	532,276 48	532,276 48
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09
Hunter's Run and Slate Belt,	52,717 86	58,538 79	54,891 25	56,137 93	56,137 93
Huntingdon and Broad Top Mountain,	5,840,344 89	5,893,679 64	5,925,739 94	5,936,720 83	5,946,414 90
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,638,230 08	2,639,153 41	2,648,583 06	2,656,265 25	2,658,760 75
Jefferson,	6,574,581 83	6,576,125 34	6,577,258 13	6,576,958 13	6,576,708 13
Johnsonburg,	400,953 34	409,953 34	400,953 34	400,953 34	400,953 34
Johnsonburg and Bradford,	.....	.....	.....	919,396 30	921,666 35

Digitized by Google

Junction,			917,554 73	1,034,829 40	1,034,829 40
Kane and Elk,					73,621 84
Jones Lake,	1,034,829 40	1,034,829 40	1,034,829 40		
Kensington and Tacony,	296,189 48	313,564 60	341,623 47	354,634 78	355,765 88
Kishwaukee Mineral Spings,					15,425 37
Ketner, St. Mary's and Shawmut,					57,492 89
Kinzua Creek and Kane,	72,564 55	78,701 72	78,871 44	78,742 59	78,567 85
Kinzua Hemlock,		135,403 82	144,129 95	137,225 02	145,570 07
Kinzua Valley,		110,594 78	111,265 53	113,4[illegible]2 71	113,450 21
Kishacoquillas Valley,			75,587 87	78,962 26	79,163 86
Lackawanna and Montrose,	134,438 91	138,897 13	141,879 83	141,879 83	141,883 83
Lancaster, Oxford and Southern,		100,000 00	100,000 00	119,685 59	119,685 59
Lancaster and Reading Narrow Gauge,				350,000 00	350,000 00
Lake Shore and Michigan Southern,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lehigh and Lackawanna,	970,500 00	970,500 00	970,500 00	970,500 00	970,500 00
Lehigh and New England,					1,897,601 55
Lehigh and Susquehanna,	15,045,697 42	15,116,113 69	15,187,790 60	15,229,221 82	15,459,242 18
Lehigh Valley,	38,051,001 39	39,173,502 45	39,563,608 23	39,835,524 82	41,289,803 04
Lewisburg and Tyrone,	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94
Ligonier Valley,	276,306 89	279,316 59	279,591 08	279,589 08	281,384 56
Little Saw Mill Run,	347,742 28	340,457 47	191,642 61	338,024 92	338,024 92
Little Schuylkill Navigation,	2,405,943 75	2,405,943 75		2,405,943 75	2,405,943 75
Littlestown,	74,850 00				
Loyalsock,	391,227 61	349,263 05	446,018 52	458,284 02	465,444 26
Lykens Valley,	595,766 24	595,766 24	595,766 24	595,767 24	595,767 24
McKeesport and Bessemer,	538,462 90	578,940 18	655,494 93		
McKeesport Connecting,	52,431 62	46,931 62	59,124 13	52,050 65	52,050 65
Mahoning Valley,	183,742 58	281,421 91	281,691 87	281,790 11	259,158 67
Mahoning State Line,				92,144 84	98,147 20
Martin's Creek,	30,000 00	30,000 00	30,000 00	30,000 00	
Mauch Chunk, Summit Hill and Switchback,	2,386 21				
Meadville, Conneaut Lake and Linesville,	383,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Medix Run,					66,305 19
Middletown and Hummelstown,	127,520 61	129,712 94	129,829 59	187,430 29	187,886 68
Mifflin and Centre County,	365,939 39	365,939 38	372,439 93	372,439 39	372,439 39
Mill Creek and Mine Hill,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	4,165,572 49	4,165,572 99	4,165,572 49	4,165,572 49	4,165,572 49
Monongahela Connecting,	717,195 90	751,347 74	751,347 74	751,347 74	751,347 74
Mohnsville and Adamstown,					59,556 16
Monongahela River and Streets Run,	32,120 29	50,261 99	50,261 99		
Mont Alto,	235,000 00	235,000 00	235,000 00	235,000 00	235,000 00
Montour,	200,058 92	200,058 92	200,000 00	200,000 00	200,000 00

Digitized by Google

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Montrose,	$373,969 31	$373,794 31	$373,794 31	$380,803 69	$373,794 31
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Carmel and Natalie,	91,993 11	.....	106,511 56	123,774 75	124,249 30
Mount Jewett, Kinzua and Ritersville,	141,892 02	73,755 45	79,016 67	76,021 97	77,670 30
Mount Jewett and Smethport,	.....	53,873 87	54,907 48	59,160 82	76,632 31
Mount Penn Gravity,	139,448 56	142,603 99	143,234 47	143,750 66	144,878 84
Mount Pleasant and Broadford,	203,983 07	203,983 07	203,983 07	203,983 07	203,983 07
Mount Pleasant and Latrobe,	.....	.....	.....	13,030 34	13,030 34
Nescopec,	460,395 28	460,395 28	460,395 28	460,395 28	460,395 28
Nesquehoning Valley,	1,418,756 35	1,419,245 72	1,419,245 72	1,420,238 33	1,420,238 33
Neversink Mountain,	220,975 19	227,761 93	227,808 89	226,639 89	226,892 25
New Castle and Beaver Valley,	877,059 84	878,865 95	878,865 95	700,000 00	700,000 00
New Castle and Shenango Valley,	540,893 40	540,893 40	541,093 40	541,093 40	541,093 40
New Haven and Dunbar,	.....	.....	8,000 00	8,000 00	19,153 03
Newport and Sherman's Valley,	215,650 00	259,707 76	4,711 63	349,027 74	349,411 38
New York, Lake Erie and Western,	162,739,413 26	163,598,371 02	163,827,796 22	164,333,936 02	.....
New York, Lake Erie and Western Coal,	2,070,701 35	2,162,826 36	2,226,206 70	2,230,635 23	2,230,188 66
New York, Chicago and St. Louis,	49,701,356 35	49,872,057 04	49,807,004 42	49,807,004 42	49,807,004 42
New York and North Pennsylvania,	101,659 85	104,264 70	109,060 10	109,060 10	109,060 10
New York, Pennsylvania and Ohio,	162,250,480 95	164,790,619 11	167,960,752 67	169,442,215 30	.....
New York, Susquehanna and Western,	29,219,998 57	32,526,754 82	.....	33,646,638 83	33,746,548 40
Nittany Valley,	181,428 68	182,260 65	182,260 65	182,260 65	182,260 65
North Bend and Kettle Creek,	.....	.....	128,963 20	152,672 54	181,519 24
Northern Central,	20,002,310 27	27,240,100 95	20,622,535 86	20,611,388 61	20,840,995 97
North East Pennsylvania,	708,701 34	713,439 32	716,505 31	716,660 43	717,135 75
North Pennsylvania,	12,066,816 62	12,064,646 17	12,062,207 14	12,080,126 13	12,083,589 09
North and West Branch,	3,354,926 60	3,311,166 64	3,301,797 05	3,301,797 05	3,301,797 05
Ohio and Baltimore Short Line,	1,541,022 92	1,541,821 96	1,542,620 08	1,544,280 38	1,545,229 27
Ohio Connecting,	1,343,891 04	1,330,776 54	1,332,573 83	1,320,000 00	1,320,000 00
Olean, Oswago and Eastern,	.....	.....	.....	140,000 00	140,000 00
Ontario, Carbondale and Scranton,	3,547,803 29	3,709,002 62	.....	3,750,523 16	3,765,752 35
Oregon and Texas,	.....	47,479 85	47,479 85	47,484 85	47,484 85
Pennsylvania,	99,075,027 25	110,548,302 49	112,735,921 51	112,981,705 91	115,567,004 13
Pennsylvania Company,	6,910,669 84	7,208,888 03	6,807,484 58	6,974,631 78	8,789,730 49

Digitized by Google

Pennsylvania and New York Canal and Railroad,	8,124,390 65	8,141,700 20	8,146,745 70	8,138,808 15	8,143,217 32
Pennsylvania, Poughkeepsie and Boston,	4,357,362 26	4,357,362 26	4,329,787 86	4,068,313 99	.....
Pennsylvania Schuylkill Valley,	14,368,443 60	14,188,024 08	14,157,009 08	14,112,786 63	14,132,259 12
Pennsylvania and Western,	100,000 00	.....	.....	.....	.....
Pennsylvania and North Western,	4,085,396 17	4,381,343 66	4,438,095 14	4,485,591 96	4,517,042 50
Penn Gas Coal Company's Railroad,	377,887 24	377,877 24	377,887 24	377,887 24	377,887 24
People's,	125,291 63	125,291 63	125,291 63	126,533 36	126,533 36
Perkiomen,	2,089,646 85	2,089,235 38	2,089,835 38	2,089,835 38	2,089,835 38
Perry County,	127,876 88	.....	218,888 48	220,727 71	222,892 06
Philadelphia and Baltimore Central,	4,116,669 32	4,068,993 54	4,063,141 20	4,058,719 69	4,060,923 02
Philadelphia Belt Line,	88,302 08	.....	156,054 89	164,285 14	190,833 47
Philadelphia and Chester Valley,	1,086,662 35	1,086,662 35	1,087,969 91	1,088,838 30	1,088,838 30
Philadelphia and Delaware County,	.....	.....	.....	528,838 24	536,566 82
Philadelphia and Erie,	30,223,380 71	30,386,145 07	30,451,580 79	30,466,182 05	30,479,205 55
Philadelphia and Frankford,	.....	483,976 07	.....	733,599 67	731,413 80
Philadelphia, Germantown and Chestnut Hill,	2,304,717 99	2,522,715 08	2,527,485 33	2,525,697 59	2,528,751 06
Philadelphia, Germantown and Norristown,	2,282,355 61	2,007,860 42	2,007,860 42	2,007,860 42	2,007,860 42
Philadelphia, Harrisburg and Pittsburgh,	3,143,841 33	3,143,841 33	3,272,816 24	3,254,837 41	3,258,753 95
Philadelphia and Lehigh Valley,	22,184 90	.....	.....	.....	.....
Philadelphia, Newtown and New York,	1,900,000 00	2,300,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Philadelphia and Reading,	105,668,006 87	108,799,521 75	107,629,543 26	109,872,399 93	108,818,775 79
Philadelphia and Reading Terminal,	6,122,113 49	8,981,548 30	10,294,179 73	10,461,361 16	11,268,381 19
Philadelphia and Trenton,	3,713,175 33	3,829,991 51	3,917,396 92	3,974,348 88	4,014,349 46
Philadelphia, Wilmington and Baltimore,	15,414,753 27	15,245,733 89	15,453,159 65	15,432,299 22	15,849,082 86
Pickering Valley,	481,399 08	481,399 08	481,399 08	481,399 08	481,399 08
Pine Creek,	4,637,379 61	4,645,628 08	4,645,628 08	4,678,580 47	4,678,580 47
Pittsburgh and Castle Shannon,	382,968 40	398,315 00	398,653 81	398,315 40	398,653 81
Pittsburgh, Chartiers and Youghiogheny,	1,179,501 02	1,397,851 19	1,399,378 12	1,399,378 12	1,398,628 12
Pittsburgh, Cincinnati, Chicago and St. Louis,	90,283,270 26	93,161,827 33	93,517,838 38	93,615,304 00	93,743,340 37
Pittsburgh and Connellsville,	16,777,368 13	16,932,481 23	16,980,669 56	16,990,638 59	17,035,433 43
Pittsburgh, Fort Wayne and Chicago,	45,668,763 30	46,147,804 99	48,255,624 65	50,171,828 07	50,171,828 07
Pittsburgh Junction,	3,283,831 04	3,438,106 21	3,481,398 14	3,604,191 50	3,636,781 63
Pittsburgh and Lake Erie,	9,276,105 06	9,233,605 06	9,233,605 06	9,233,605 06	9,233,605 06
Pittsburgh, Lisbon and Western,	.....	.....	.....	.....	210,246 00
Pittsburgh, Marion and Chicago,	.....	1,476,321 48	1,482,927 64	1,496,662 23	1,524,849 58
Pittsburgh, McKeesport and Youghiogheny,	7,709,650 00	7,709,650 00	7,709,650 00	7,709,650 00	7,709,650 00
Pittsburgh and Moon Run,	177,995 84	177,995 84	180,457 07	180,457 07	180,457 07
Pittsburgh and Northern,	.....	150,000 00	150,130 00	150,000 00	150,000 00
Pittsburgh, Shenango and Lake Erie,	6,096,982 70	9,336,609 55	9,522,750 89	9,645,565 05	10,027,807 14
Pittsburgh, Virginia and Charleston,	6,104,940 85	6,288,865 90	6,463,405 79	7,299,832 18	7,562,557 38
Pittsburgh and Western,	3,602,187 38	4,065,588 01	24,146,417 50	25,142,764 06	25,240,609 45

Digitized by Google

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Pittsburgh, Youngstown and Ashtabula,	$6,692,813 86	$6,732,429 63	$6,884,182 93	$6,405,341 58	$6,405,341 58
Plymouth,	286,545 19	286,545 19	286,545 19	286,545 19	286,545 19
Point Breeze,	.....	.....	.....	.....	.....
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,443,023 96	2,442,598 06	2,441,398 96	2,444,448 71	2,444,448 71
Reading, Marietta and Hanover,	332,587 11	332,587 11	332,587 11	332,587 11	332,587 11
Rew City and Eldred,	113,118 60	.....	.....	.....	.....
Reynoldsville and Falls Creek,	351,577 82	263,092 05	363,059 05	263,099 05	340,000 00
Ridgway and Clearfield,	985,970 60	987,503 20	987,503 20	987,503 20	987,503 20
River Front,	604,998 01	611,954 22	627,653 43	627,892 88	690,391 33
Rochester, Beaver Falls and Western,	48,125 76	.....	48,125 76	48,125 76	48,125 76
Rupert and Bloomsburg,	58,046 00	58,046 00	57,924 00	60,832 82	60,961 81
Saint Marys and Southwestern,	.....	.....	229,974 82	413,409 63	416,502 23
Salisbury,	270,818 18	272,678 15	274,316 95	275,191 03	276,504 50
Schuylkill and Lehigh,	1,063,800 32	1,063,800 32	1,076,651 22	1,076,609 95	1,075,052 59
Schuylkill and Lehigh Valley,	.....	.....	4,000,000 00	4,000,000 00	4,000,000 00
Schuylkill River, East Side,	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00
Schuylkill River, West Side,	2,859 10	.....	.....	.....	.....
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Sewickley and Jeannette,	3,000 00	.....	.....	.....	.....
Shade Creek,	12,605,84	44,621 35	.....	.....	.....
Shamokin, Sunbury and Lewisburg,	3,048,361 62	3,048,261 62	3,381,113 58	3,379,820 82	3,382,529 32
Shamokin Valley and Pottsville,	2,876,150 00	2,876,000 00	2,876,000 00	1,208,050 00	1,208,050 00
Sharon,	617,345 20	617,345 20	617,345 20	617,345 20	628,576 46
Sharpsville,	450,196 43	450,196 43	450,196 43	449,446 43	449,446 43
Sheffield and Spring Creek,	38,950 50	38,950 50	38,950 50	38,950 50	.....
Shenango Valley,	127,787 33	127,787 33	.....	127,787 33	127,787 33
Sinnemahoning Valley,	90,000 00	90,000 00	.....	.....	.....
Slackwater Connecting,	.....	10,000 00	10,000 00	10,000 00	10,000 00
Slate Run,	81,000 00	81,000 00	81,000 00	81,000 00	81,000 00
Slatington,	1,733 29	.....	.....	.....	.....
Somerset County,	74,300 00	74,300 00	.....	.....	.....
Somerset and Cambria,	1,337,300 45	1,310,365 51	1,340,422 67	1,340,835 26	1,342,016 69
South Chester,	18,898 38	134,494 81	163,315 14	168,809 79	186,464 70

Digitized by Google

South Easton and Philipsburg,	82,899 12	82,899 12	82,899 12	82,899 12	82,899 12
South Fork,	97,374 95	99,840 25	106,318 95	96,789 42	106,219 24
South Mountain,	.....	.....	.....	.....	.....
South Shore,	.....	.....	.....	.....	28,858 46
South West Pennsylvania,	2,438,854 49	2,562,184 77	2,545,016 83	2,515,105 16	2,519,595 63
Southern Pennsylvania Railway and Mining Company,	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00
State Line,	232,395 05	645,650 26	.....	.....	15,005 19
State Line and Sullivan,	1,246,351 48	1,310,151 78	1,249,151 78	1,249,151 78	729,151 78
Stewart,	7,114 20	7,114 20	.....	7,114 20	7,114 20
Stewartstown,	77,047 65	77,047 65	86,238 32	99,602 59	101,398 59
Stony Creek,	549,319 88	549,319 88	549,319 88	549,319 88	549,319 88
Sugar Run,	.....	57,392 55	57,392 55	50,000 00	50,000 00
Sunbury, Hazleton and Wilkes-Barre,	3,535,123 71	3,535,163 71	3,535,123 71	3,535,123 71	3,535,123 71
Sunbury and Lewistown,	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Susquehanna and Buffalo,	19,911 64	23,443 90	27,482 84	31,648 96	32,213 38
Susquehanna and Clearfield,	570,912 55	570,912 55	570,912 56	570,912 55	570,912 55
Tamaqua, Hazleton and Northern,	332,869 84	333,295 78	361,999 97	360,999 97	367,013 71
Tiadaghton and Fahnestalk,	49,908 53	63,821 42	64,017 67	64,047 67	64,047 67
Tioga,	1,474,521 93	1,474,683 93	1,471,733 93	1,471,723 93	1,471,723 93
Tionesta Valley,	243,794 87	261,308 87	261,708 87	355,777 03	391,703 08
Tionesta Valley and Hickory,	.....	.....	.....	33,000 00	33,000 00
Tionesta Valley and Salmon Creek,	.....	.....	.....	27,952 75	29,352 75
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Delaware Bridge Company,	.....	.....	.....	.....	648,900 00
Trenton Cut-off,	1,301,158 03	1,301,158 03	1,301,158 03	1,301,158 03	1,300,000 00
Tresco,	271,570 87	271,570 87	272,588 28	274,014 62	280,648 59
Trout Run,	39,931 43	.....	.....	.....	.....
Turtle Creek Valley,	279,006 66	388,919 34	.....	.....	.....
Tuscarora Valley,	.....	.....	.....	.....	360,000 00
Tyrone and Clearfield,	2,109,569 95	2,183,235 41	2,122,645 01	2,113,258 34	2,119,818 79
Union,	18,998 98	.....	.....	.....	348,080 00
Ursina and North Fork,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Valley,	.....	.....	.....	.....	30,493 82
Warren and Farnsworth,	171,269 83	179,797 47	.....	.....	.....
Waynesburg and Washington,	253,955 75	259,207 55	259,207 55	259,207 55	290,754 97
West Chester,	281,724 38	281,724 28	256,968 00	240,000 00	240,000 00
Western Maryland,	5,452,236 29	5,434,789 06	5,322,760 06	5,406,518 31	5,486,736 94
Western New York and Pennsylvania,	62,794,676 80	62,981,221 89	63,130,882 57	51,381,079 05	51,424,067 75
Western Pennsylvania,	6,272,400 73	6,613,140 94	6,596,462 42	6,630,305 97	6,602,304 97
Wheeling, Pittsburgh and Baltimore,	7,131,832 39	7,155,350 06	7,153,288 41	7,168,687 07	7,181,380 32
Wilcox,	21,625 60	21,625 60	21,625 60	21,625 60	21,625 60

Digitized by Google

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Wilcox and Rock Run,	25,591 46	25,591 46	25,591 46	.....	.....
Wilkes-Barre and Eastern,	.....	.....	6,014,911 41	6,060,243 68	6,073,087 51
Wilkes-Barre and Harvey's Lake,	326,981 78	343,657 59	343,382 59	343,521 25	342,846 25
Wilkes-Barre and Scranton,	1,069,273 68	1,080,038 41	1,084,528 66	1,084,855 91	1,085,055 91
Wilkes-Barre and Western,	862,000 00	.....	.....	.....	.....
Williamsport and North Branch,	1,108,940 94	1,134,314 89	2,010,299 40	2,011,909 78	2,013,484 05
Williams Valley,	.....	.....	202,961 23	204,168 82	199,024 62
Wilmington and Northern,	2,389,045 86	2,598,970 38	2,630,269 66	2,664,667 00	2,690,676 62
Wind Gap and Delaware,	173,821 68	179,241 66	179,241 66	179,241 66	181,186 26
York Southern,	.....	.....	.....	1,000,764 95	1,085,155 05
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Youghiogheny and Wick Haven,	.....	.....	15,614 45	.....	.....
Total,	$1,503,242,158 91	$1,519,314,868 16	$1,538,501,235 29	$1,579,857,035 10	$1,536,070,100 75

Digitized by Google

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	64,737	72,033	65,361	58,351	48,883
Allegheny Valley,	1,725,985	1,735,890	1,456,204	1,385,021	1,489,468
Altoona and Philipsburg,	.....	.....	.....	.....	85,232
Altoona, Clearfield and Northern,	30,453	43,483	43,450	.....	33,936
Altoona and Wapsononock,	.....	.....	.....	.....	.....
Baltimore and Harrisburg,	214,979	241,112	267,697	277,542	280,915
Baltimore and Lehigh,	292,566	.....	70,466	.....	.....
Baltimore and Philadelphia,	1,421,110	1,623,935	1,523,173	1,144,638	1,136,285
Bangor and Portland,	163,492	168,612	165,079	157,858	155,814
Barclay Coal Company's Railroad,	.....	.....	.....	26,516	20,834
Beaver and Ellwood,	10,278	33,000	17,955	26,027	.....
Bear Rock,	.....	.....	.....	.....	3,444
Beech Creek,	183,982	175,188	166,535	158,787	167,282
Bellefonte Central,	10,744	32,577	30,549	34,036	27,691
Berlin,	10,169	11,250	9,246	6,931	7,242
Berlin Branch,	5,020	6,283	8,401	10,612	10,493
Bradford, Bordell and Kinzua,	62,187	38,437	30,816	36,575	41,701
Bradford, Eldred and Cuba,	24,353	.....	.....	.....	.....
Brownstone and Middletown,	1,682	25,943	22,902	18,091	13,160
Buffalo, Rochester and Pittsburgh,	762,512	802,937	771,128	742,702	742,102
Buffalo and Susquehanna,	.....	.....	44,733	67,825	93,359
Cammal and Black Forest,	.....	.....	.....	.....	892
Catasauqua and Fogelsville,	20,279	18,149	12,287	11,905	14,211
Central Pennsylvania and Western,	.....	.....	26,075	21,219	17,759
Central Railroad Company of Pennsylvania,	.....	.....	17,075	64,462	62,601
Chambersburg and Gettysburg,	5,379	9,300	.....	.....	.....
Chartiers,	502,861	476,470	435,888	400,110	.....
Chester and Delaware River,	7,802	11,024	.....	.....	.....
Clarion River,	.....	.....	53,847	61,362	.....
Cleveland and Pittsburgh,	1,461,322	1,389,746	1,094,847	1,106,272	.....
Corning, Cowanesque and Antrim,	229,078	.....	.....	.....	.....
Cornwall,	115,093	111,353	81,121	71,347	91,015
Cornwall and Lebanon,	138,583	210,718	114,045	82,325	127,739
Confluence and Oakland,	14,050	13,027	10,993	8,539	11,441

Digitized by Google

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Coudersport and Port Allegheny,	27,620	43,628	30,458	30,632	30,996
Cresson and Irvona,	83,769	.....	.....	.....	.....
Cumberland Valley,	878,106	931,516	845,056	862,935	928,161
Delaware and Hudson Canal Company's Railroad,	1,240,333	1,315,106	1,110,293	1,025,509	917,549
Delaware, Lackawanna and Western,	1,699,179	1,603,756	1,533,527	1,458,312	1,397,721
Delaware River and Lancaster,	19,088	.....	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	124	16,162	33,660	42,448	39,086
Dunkirk, Allegheny Valley and Pittsburgh,	221,749	227,043	205,900	203,006	200,410
East Broad Top,	93,089	92,674	45,866	40,694	73,311
Emporium and Rich Valley,	.....	.....	3,610	2,348	2,259
Erie,	.....	.....	.....	.....	12,443,490
Erie and Pittsburgh,	265,144	243,953	192,500	195,291	.....
Erie and Wyoming Valley,	108,435	133,353	156,229	170,449	175,615
Fairmont, Morgantown and Pittsburgh,	.....	.....	88,494	126,568	124,027
Falls Brook,	.....	237,864	213,360	189,006	309,585
Gettysburg and Harrisburg,	146,038	156,598	114,870	135,334	104,797
Hunter's Run and Slate Belt,	12,003	16,356	19,578	19,706	19,708
Huntingdon and Broad Top Mountain,	102,001	106,830	90,358	78,633	82,961
Kinzua Valley,	.....	2,316	1,592	1,871	2,885
Kishacoquillas Valley,	.....	.....	17,000	20,349	19,400
Lackawanna and Montrose,	23,793	33,670	31,958	29,957	33,743
Lancaster, Oxford and Southern,	.....	16,820	17,172	15,338	13,095
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	68,130
Lake Shore and Michigan Southern,	5,868,290	5,629,514	4,980,386	4,523,094	4,634,238
Lehigh and Lackawanna,	110,314	102,046	88,346	71,502	98,785
Lehigh and Susquehanna,	1,090,272	1,072,536	1,091,661	997,918	1,000,312
Lehigh Valley,	2,701,683	.....	4,682,869	4,678,633	4,976,713
Ligonier Valley,	229,474	309,620	80,914	171,625	209,294
Little Saw Mill Run,	42,411	48,463	43,855	19,734	38,865
Mahoning Valley,	6,135	9,912	7,679	5,924	3,524
Mauch Chunk, Summit Hill and Switchback,	38,774	38,571	.....	.....	.....
Middletown and Hummelstown,	55,936	57,929	37,041	21,608	13,935
Mont Alto,	78,597	60,299	67,396	55,404	66,518

Digitized by Google

Montour,	31,104	44,351	23,856	25,594	38,883
Montrose,	16,223	15,273	16,434	15,740	17,817
Mount Jewett, Kinzua and Ritersville,	.....	5,318	4,229	4,891	13,100
Mount Jewett and Smethport,	.....	570	1,349	1,412	1,710
Mount Penn Gravity,	62,522	73,167	66,475	78,744	102,825
Mount Pleasant and Broadford,	.....	107,430	95,684	94,637	.....
Neversink Mountain,	61,877	75,687	47,762	57,480	57,657
New Castle and Beaver Valley,	176,895	167,767	144,913	163,159	.....
Newport and Sherman's Valley,	11,927	38,800	33,306	24,843	25,237
New York, Lake Erie and Western,	11,805,389	12,452,623	11,967,285	11,521,997	.....
New York, Chicago and St. Louis,	555,195	545,784	595,547	505,758	524,937
New York and North Pennsylvania,	12,782	14,061	.....	12,134	11,292
New York, Pennsylvania and Ohio,	.....	.....	.....	.....	.....
New York, Susquehanna and Western,	1,435,896	1,609,651	1,612,692	1,733,495	1,885,347
Northern Central,	4,662,323	5,063,137	4,257,929	4,109,728	4,055,739
North East Pennsylvania,	228,129	267,824	.....	257,454	284,371
Olean Oswago and Eastern,	.....	.....	.....	.....	6,622
Pennsylvania,	45,288,627	44,280,651	40,704,330	37,442,867	37,619,227
Pennsylvania Company,	.....	.....	.....	.....	5,491,986
Pennsylvania, Poughkeepsie and Boston,	39,496	47,458	.....	.....	.....
Pennsylvania and North Western,	135,896	128,968	85,911	82,669	118,275
Penn Gas Company's Railroad,	21,217	20,599	22,269	17,256	16,120
Perkiomen,	185,308	184,574	181,500	171,358	182,956
Perry County,	61,525	767	44,483	36,439	41,042
Philadelphia and Chester Valley,	44,477	42,000	39,038	40,747	41,696
Philadelphia, Newtown and New York,	636,101	705,986	591,127	546,638	465,798
Philadelphia and Reading,	22,569,193	26,769,122	19,804,118	18,135,206	19,311,581
Philadelphia, Wilmington and Baltimore,	10,488,292	12,392,873	11,040,086	10,361,681	9,794,261
Pine Creek,	132,484	127,156	121,757	120,123	.....
Pittsburgh and Castle Shannon,	790,974	1,026,174	922,606	896,491	952,447
Pittsburgh, Chartiers and Youghiogheny,	94,142	88,543	81,434	70,256	81,219
Pittsburgh, Cincinnati, Chicago and St. Louis,	6,146,788	6,501,321	5,913,306	5,761,872	5,911,943
Pittsburgh and Connellsville,	2,342,231	2,471,704	1,899,598	1,763,640	1,674,223
Pittsburgh, Fort Wayne and Chicago,	4,850,276	4,868,587	3,889,597	3,398,916	.....
Pittsburgh Junction,	.....	26,127	88,000	.....	.....
Pittsburgh and Lake Erie,	1,806,071	1,817,005	1,374,764	1,349,983	1,525,633
Pittsburgh, Lisbon and Western,	.....	.....	.....	.....	4,489
Pittsburgh, Marion and Chicago,	.....	33,500	26,676	28,470	24,445
Pittsburgh and Northern,	3,830	26,899	21,289	.....	.....
Pittsburgh, Shenango and Lake Erie,	332,024	394,499	368,069	358,488	360,443
Pittsburgh and Western,	915,922	791,756	842,756	.....	.....
Pittsburgh, Youngstown and Ashtabula,	482,679	397,877	288,525	349,212	.....

Digitized by Google

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Reading and Columbia,	477,000	517,512	413,328	352,615	339,665
Rupert and Bloomsburg,	52,278	68,671	48,920	39,119	36,242
Saint Marys and Southwestern,	.....	.....	1,321	12,836	17,193
Salisbury,	2,963	2,120	3,603	1,194	1,591
Schuylkill River, East Side,	987,474	1,205,969	1,095,946	819,156	820,012
Sharpsville,	8,356	7,810	7,180	5,604	7,152
Sinnemahoning Valley,	19,863	19,953	.....	.....	.....
Somerset County,	.....	.....	.....	.....	104,216
Somerset and Cambria,	117,130	124,664	112,597	88,049	.....
Stewartstown,	15,622	17,806	18,240	17,387	15,784
Stony Creek,	88,314	95,477	88,098	88,030	86,721
Tioga—five months,	161,312	166,379	143,620	115,412	56,269
Tionesta Valley,	15,463	12,476	13,162	13,346	25,666
Tuscarora Valley,	.....	.....	.....	.....	18,939
Union,	.....	.....	334	.....	.....
Ursina and North Fork,	.....	.....	.....	.....	291
Valley,	.....	.....	.....	.....	421
Warren and Farnsworth,	1,785	1,456	44,100	.....	.....
Waynesburg and Washington,	47,723	46,509	.....	41,054	47,830
Western Maryland,	1,040,145	1,012,785	844,962	796,664	880,780
Western New York and Pennsylvania,	1,689,546	1,711,379	1,459,668	1,392,054	1,504,631
Wheeling, Pittsburgh and Baltimore,	457,543	452,938	394,651	378,302	352,811
Wilkes-Barre and Eastern,	29,575	.....	.....	19,800	21,187
Wilkes-Barre and Western,	.....	.....	2,125	.....	.....
Williamsport and North Branch,	57,060	67,672	62,546	75,087	59,145
Wilmington and Northern,	444,404	448,571	382,536	355,459	378,553
Williams Valley,	.....	73,615	71,747	67,114	81,399
York Southern,	.....	.....	.....	34,652	64,120
Total,	140,190,599	152,460,840	134,798,680	125,445 825	128,334,466

Digitized by Google

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	78,300	75,614	54,807	73,037	44,915
Allegheny and Kinzua,	126,119	94,909	.....	51,990	36,519
Allegheny Valley,	4,626,489	5,308,220	3,826,474	5,253,070	5,832,286
Altoona, Clearfield and Northern,	3,093	8,175	62,175	.....	10,100
Altoona and Philipsburg,	.....	.....	.....	.....	113,557
Baltimore and Harrisburg,	190,977	236,293	267,059	224,444	236,192
Baltimore and Lehigh,	82,497	.....	37,138	.....	.....
Baltimore and Philadelphia,	2,252,593	2,353,749	1,773,835	1,993,409	2,144,492
Bangor and Portland,	177,600	188,680	156,617	163,423	171,264
Barclay Coal Company's Railroad,	.....	.....	69,560	61,260	88,744
Bear Rock,	.....	5,000	2,500	17,200	18,000
Beaver and Ellwood,	5,696	17,404	44,898	43,034	.....
Beech Creek,	2,895,154	3,101,322	2,541,252	3,162,295	3,399,894
Bellefonte Central,	20,942	84,692	47,502	46,821	105,923
Berlin,	27,246	25,650	18,549	25,584	15,430
Berlin Branch,	7,902	9,747	8,786	11,626	11,901
Bradford, Bordell and Kinzua,	74,470	66,040	55,449	60,571	46,823
Bradford and West Pennsylvania,	14,297	16,878	10,221	6,831	27,055
Brownstone and Middletown,	38,657	91,393	66,862	80,086	42,810
Buffalo, Rochester and Pittsburgh,	2,844,466	3,327,538	2,982,732	3,754,946	3,775,504
Buffalo and Susquehanna,	.....	.....	494,277	700,234	896,028
Cammel and Black Forest,	.....	.....	.....	.....	44,444
Catasauqua and Fogelsville,	326,893	314,378	172,771	224,738	384,115
Central Pennsylvania and Western,	.....	25,814	23,918	26,598	23,799
Central Railroad Company of Pennsylvania,	.....	.....	48,665	185,859	144,899
Chambersburg and Gettysburg,	2,833	7,990	4,085	3,694	.....
Chartiers,	905,311	1,237,569	986,681	1,366,911	.....
Chester and Delaware River,	356,092	602,927	380,151	324,124	350,396
Clarion River,	.....	60,000	60,463	57,585	78,818
Cleveland and Pittsburgh,	4,971,769	5,060,181	3,135,061	4,541,475	.....
Corning, Cowanesque and Antrim,	3,760,604	.....	.....	.....	.....
Cornwall,	794,257	837,443	302,069	189,114	619,800
Cornwall and Lebanon,	745,841	890,642	433,519	974,984	1,229,071

Digitized by Google

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Confluence and Oakland,	25,333	35,001	25,136	27,783	46,161
Coudersport, Galeton and Ansonia,	.....	.....	103,072	.....	.....
Coudersport and Port Allegheny,	136,347	134,509	.....	81,905	104,862
Cumberland Valley,	886,604	1,053,388	747,078	813,509	874,454
Delaware and Hudson Canal Company's Railroad,	2,791,499	2,971,276	2,437,414	2,726,978	2,727,480
Delaware, Lackawanna and Western,	10,870,475	11,937,381	10,563,867	9,451,133	10,114,684
Delaware River and Lancaster,	16,141	.....	.....	1,971,326	.....
Delaware, Susquehanna and Schuylkill,	1,537,423	1,870,753	1,958,435	.....	2,113,074
Dunkirk, Allegheny Valley and Pittsburgh,	256,590	286,326	207,154	202,594	183,596
East Broad Top,	254,943	322,861	130,585	160,614	224,180
Emporium and Rich Valley,	.....	.....	16,381	29,918	34,544
Erie,	.....	.....	.....	.....	17,917,540
Erie and Pittsburgh,	1,694,781	1,658,232	1,214,916	2,358,547	.....
Erie and Wyoming Valley,	2,281,211	2,697,280	2,613,000	2,732,277	2,472,718
Fairmont, Morgantown and Pittsburgh,	.....	.....	560,218	793,544	707,557
Fall Brook,	.....	3,284,040	2,739,516	3,200,608	9,034,037
Falls Creek,	136,974	160,947	177,257	266,790	232,436
Ferney Mountain,	.....	12,000	.....	.....	.....
Gettysburg and Harrisburg,	155,923	171,057	170,680	194,821	189,569
Greenlick,	.....	1,081	18	.....	1,873
Hunter's Run and Slate Belt,	25,743	15,376	17,018	20,636	24,765
Huntingdon and Broad Top Mountain,	2,635,755	2,592,004	2,234,778	2,814,911	2,899,145
Ironton,	178,800	155,525	160,176	174,240	223,320
Kane and Elk,	.....	.....	.....	.....	20,609
Kishwaukee Mineral Springs,	.....	.....	.....	.....	18,400
Ketners, St. Mary's and Shawmut,	.....	.....	.....	.....	24,391
Kinzua Creek and Kane,	58,249	76,967	50,291	44,613	33,960
Kinzua Valley,	.....	37,763	50,192	41,619	49,254
Kishacoquillas Valley,	.....	.....	6,296	9,724	11,400
Lackawanna and Montrose,	12,418	17,460	17,313	15,740	16,836
Lancaster, Oxford and Southern,	.....	11,478	8,916	10,307	11,685
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	85,572
Lake Shore and Michigan Southern,	13,332,519	14,348,773	11,343,755	13,214,833	14,829,048

Digitized by Google

Lehigh and Lackawanna,	232,988	496,719	214,128	143,785	162,632
Lehigh and Susquehanna,	10,301,574	10,324,311	9,213,650	9,031,805	9,608,965
Lehigh Valley,	7,104,626	.....	12,542,311	17,786,105	17,702,248
Ligonier Valley,	131,124	135,597	116,757	126,850	152,446
Little Saw Mill Run,	263,887	320,229	198,658	244,798	261,404
Mahoning Valley,	150,401	232,996	170,321	236,916	220,436
Mapleton and Rocky Ridge,	6,000	.....	.....	.....	.....
Mauch Chunk, Summit Hill and Switchback,	.....	14	.....	.....	.....
Middletown and Hummelstown,	53,116	47,725	28,176	20,720	22,563
Monongahela and Street's Run,	7,535	86,482	28,238	.....	.....
Mont Alto,	43,300	44,752	27,792	33,317	40,699
Montour,	187,350	186,148	68,653	103,452	157,968
Montrose,	11,486	10,841	12,038	12,039	14,311
Mount Jewett, Kinzua and Kittersville,	.....	107,487	112,636	93,199	135,751
Mount Jewett and Smethport,	.....	15,733	53,479	56,568	35,18[illegible]
Mount Pleasant and Broadford,	.....	278,625	259,667	481,924	.....
Neversink Mountain,	3,890	.....	.....	.....	.....
New Castle and Beaver Valley,	1,972,261	2,063,038	1,752,107	3,057,163	.....
New Castle and Butler,	69,859	55,227	55,429	80,311	81,865
New Haven and Dunbar,	.....	.....	130,785	275,075	288,194
Newport and Sherman's Valley,	.....	18,125	20,864	21,202	20,262
New York, Lake Erie and Western,	17,614,822	17,309,198	15,3[illegible]5,60	12,928,530	.....
New York, Chicago and St. Louis,	3,445,747	3,557,380	2,950,125	3,284,955	3,632,998
New York and North Pennsylvania,	34,840	36,103	.....	38,846	15,232
New York, Susquehanna and Western,	1,446,167	1,569,459	1,663,532	1,815,729	1,828,321
Nittany Valley,	35,149	.....	.....	.....	.....
Northern Central,	13,162,204	14,293,032	11,643,186	13,072,559	13,638,268
North East Pennsylvania,	56,892	64,529	.....	69,666	98,363
Ohio and Baltimore Short Line,	196,026	211,568	145,456	296,052	368,562
Olean, Oswago and Eastern,	.....	.....	.....	11,855	13,083
Oregon and Texas,	.....	15,675	15,070	1,108	10,461
Pennsylvania,	69,195,328	56,338,300	45,080,919	55,625,107	60,386 230
Pennsylvania Company,	.....	.....	.....	.....	27,053,533
Pennsylvania, Poughkeepsie and Boston,	330,823	463,505	.....	.....	.....
Pennsylvania and Northwestern,	1,748,977	1,398,542	787,974	1,147,252	1,374,227
Penn Gas Coal Company's Railroad,	1,200	2,000	3,140	7,070	7,730
Perkiomen,	850,802	880,080	689,599	647,032	648,208
Perry County,	8,192	.....	8,411	9,537	11,090
Philadelphia and Chester Valley,	159,282	149,600	158,382	130,945	149,706
Philadelphia, Newtown and New York,	70,284	90,905	109,443	117,381	189,151
Philadelphia and Reading,	32,174,989	35,067,515	18,611,841	20,585,342	21,719,340
Philadelphia, Wilmington and Baltimore,	4,865,326	5,733,866	4,852,752	5,116,882	5,416,316

Digitized by Google

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Pine Creek,	4,941,410	4,700,902	4,075,848	4,856,854	.....
Pittsburgh, Cannonsburg and State Line,	.....	.....	.....	.....	82,398
Pittsburgh and Castle Shannon,	56,350	55,846	35,895	81,615	1,072,647
Pittsburgh, Chartiers and Youghiogheny,	713,570	883,885	591,097	848,382	12,238,749
Pittsburgh, Cincinnati, Chicago and St. Louis,	10,590,386	11,619,604	9,209,341	10,841,998	7,120,114
Pittsburgh and Connellsville,	5,662,156	6,084,813	4,728,592	6,332,688	.....
Pittsburgh, Fort Wayne and Chicago,	8,331,940	8,622,107	6,546,493	9,071,226	.....
Pittsburgh and Lake Erie,	7,561,912	8,692,538	6,167,249	8,813,980	9,917,214
Pittsburgh, Lisbon and Western,	.....	.....	.....	.....	23,772
Pittsburgh, Marion and Chicago,	.....	147,842	105,658	150,105	126,590
Pittsburgh and Moon Run,	.....	280,991	194,946	238,605	225,324
Pittsburgh, Shenango and Lake Erie,	569,361	580,329	629,886	903,207	1,118,669
Pittsburgh and Western,	3,026,357	.....	2,783,193	.....	.....
Pittsburgh, Youngstown and Ashtabula,	4,471,659	4,405,552	2,977,197	5,027,804	.....
Reading and Columbia,	467,185	496,312	361,907	350,992	407,542
Redstone Connecting,	.....	.....	.....	1,564,792	.....
Reynoldsville and Falls Creek,	1,391,185	1,560,391	1,303,474	.....	1,370,403
Rupert and Bloomsburg,	19,282	22,951	20,019	29,295	29,797
Saint Marys and Southwestern,	.....	.....	676	76,133	39,035
Salisbury,	432,972	444,300	312,456	359,597	463,689
Schuylkill River, East Side,	2,092,094	2,393,651	2,194,444	2,376,360	2,379,037
Shade Creek,	11,557	17,904	.....	.....	.....
Sharpsville,	183,838	80,454	218,001	78,452	72,209
Sinnemahoning Valley,	253,362	264,871	.....	.....	.....
Slate Run,	60,875	28,712	26,000	38,000	51,000
Somerset County,	4,993	2,378	.....	.....	.....
Somerset and Cambria,	339,845	435,162	297,307	297,288	299,453
South Shore,	.....	.....	.....	.....	164,914
Stewartstown,	21,532	21,830	19,297	19,281	20,696
Stony Creek,	38,736	42,545	118,686	191,103	195,139
Sugar Run,	.....	19,283	45,613	37,981	21,963
Susquehanna and Buffalo,	166,677	98,241	82,370	102,619	85,299
Tamaqua, Hazleton and Northern,	488,629	817,610	193,875	33,240	63,972
Tladaghton and Fahnestalk,	14,331	71,465	24,017	.....	2,324

Digitized by Google

Tioga—five months,	886,439	887,058	663,576	432,749	180,709
Tionesta Valley,	66,239	77,570	56,705	50,393	72,880
Tionesta Valley and Hickory Run,	.....	.....	.....	4,088	10,082
Tionesta Valley and Salmon Creek,	.....	.....	.....	2,738	9,106
Trout Run,	17,510	.....	.....	.....	.....
Tuscarora Valley,	.....	.....	.....	.....	11,446
Union,	.....	.....	.....	.....	185,667
Ursina and North Fork,	.....	8,209	11,955	.....	8,768
Valley,	.....	.....	.....	.....	31,975
Warren and Farnsworth,	4,298	8,680	.....	.....	.....
Waynesburg and Washington,	15,913	16,696	13,799	12,057	21,030
Western Maryland,	712,444	1,146,255	1,086,580	1,320,426	1,417,810
Western New York and Pennsylvania,	4,433,947	4,607,475	3,481,237	4,287,832	4,124,395
Wheeling, Pittsburgh and Baltimore,	1,220,597	1,435,681	1,041,095	1,515,330	1,773,316
Wilkes-Barre and Eastern,	.....	.....	203,937	1,350,563	1,452,085
Wilkes-Barre and Harvey's Lake,	.....	.....	99,607	.....	.....
Wilkes-Barre and Western,	19,772	.....	.....	.....	.....
Williamsport and North Branch,	71,350	83,126	.....	137,932	145,932
Wilmington and Northern,	803,521	849,350	660,701	862,088	1,106,395
Williams Valley,	.....	11,372	16,001	17,309	16,954
York Southern,	.....	.....	.....	23,454	46,514
Total,	290,480,712	281,681,030	233,250,687	271,975,677	298,690,528

Digitized by Google

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	$104,850 79	$103,338 30	$89,670 28	$96,207 50	$55,029 04
Allegheny and Kinzua,	59,660 32	42,433 22	30,745 11	21,420 28	16,884 87
Allegheny and South Side,	.....	.....	.....	.....	2,668 40
Allegheny Valley,	2,626,160 48	2,729,290 61	2,064,218 53	2,401,036 15	2,548,958 22
Allentown,	3,972 07	3,551 76	2,915 32	3,541 82	3,729 18
Allentown Terminal,	40,500 00	.....	40,500 00	40,500 00	40,500 00
Altoona, Clearfield and Northern,	7,850 42	11,200 96	8,712 45	.....	10,046 05
Altoona and Philipsburg,	.....	.....	.....	.....	20,611 69
Altoona and Short Line,	.....	.....	.....	.....	12,750 00
Bald Eagle Valley,	248,618 68	274,934 00	154,761 28	160,682 94	176,058 14
Baltimore and Cumberland Valley,	4,368 00	.....	4,368 00	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	32,700 00	.....	32,700 00	32,700 00	32,700 00
Baltimore and Harrisburg,	186,415 84	227,121 80	237,576 55	260,312 03	257,850 03
Baltimore and Harrisburg, Western Extension,	12,000 00	.....	12,000 00	12,000 00	12,000 00
Baltimore and Lehigh,	204,870 57	.....	59,905 31	.....	.....
Baltimore and Philadelphia,	796,862 43	875,908 14	761,704 79	735,914 83	759,752 67
Bangor and Portland,	145,697 48	153,485 18	140,8[illegible]7 08	140,498 61	146,616 24
Barclay Coal Company's Railroad,	82,275 50	50,853 16	36,740 38	34,245 07	40,803 47
Bare Rock,	.....	1,228 80	526 60	2,487 80	2,014 60
Beaver and Ellwood,	2,125 59	4,669 19	7,781 79	7,824 00	5,100 13
Bedford and Bridgeport,	108,190 46	111,415 09	115,709 68	124,689 69	103,627 16
Beech Creek,	1,230,833 96	1,347,201 08	1,125,533 73	1,273,724 60	1,375,939 07
Belvidere Delaware,	.....	.....	.....	.....	234,293 52
Bellefonte Central,	9,858 62	30,968 18	24,590 11	20,119 40	23,170 37
Berlin,	7,497 23	7,856 11	6,082 20	6,782 85	6,105 06
Berlin Branch,	4,967 04	5,738 33	6,245 14	5,652 57	5,964 30
Big Level and Kinzua,	.....	.....	.....	.....	6,671 34
Bloomsburg and Sullivan,	65,270 91	69,271 23	61,445 13	59,114 62	58,666 61
Bradford, Bordell and Kinzua,	63,648 84	65,502 28	47,425 34	58,121 38	55,475 53
Bradford, Eldred and Cuba,	29,962 82	.....	.....	.....	.....
Bradford and West Pennsylvania,	2,438 46	3,636 42	2,242 92	2,282 92	6,689 24
Brownstone and Middletown,	8,861 05	20,214 82	9,626 47	10,862 52	7,342 63

Digitized by Google

Buffalo, Rochester and Pittsburgh,	2,860,908 30	3,215,291 76	2,704,458 74	2,939,474 65	3,061,961 48
Buffalo and Susquehanna,	.....	.....	281,510 55	353,841 89	487,843 85
Bustleton,	.....	.....	110 40	73 62	.....
Cambria and Clearfield,	36,108 02	41,056 83	49,575 20	64,275 33	126,807 30
Cammal and Black Forest,	.....	.....	.....	.....	22,191 77
Catasauqua and Fogelsville,	100,417 78	66,063 80	42,682 88	58,452 28	76,124 08
Catawissa,	234,000 00	234,000 00	234,000 00	234,000 00	234,840 00
Central Pennsylvania and Western,	.....	23,592 17	22,869 28	23,088 42	22,033 68
Central Railroad Company of Pennsylvania,	.....	.....	13,292 21	57,784 14	51,870 01
Chambersburg and Gettysburg,	1,476 32	2,926 16	1,123 01	805 97	8,752 40
Chartiers,	132,374 90	288,474 73	248,099 71	257,150 14	135,206 65
Cherry Grove,	.....	300 00	300 00	.....	.....
Chester Creek,	22,549 98	23,793 98	23,391 30	24,237 21	23,314 26
Chester and Delaware River,	13,431 69	31,692 20	17,034 84	14,340 50	12,306 28
Chestnut Hill,	16,478 00	16,478 00	16,478 00	16,478 00	16,478 00
Clarion River,	10,168 38	26,383 84	26,278 48	25,886 38	34,429 36
Clearfield and Mahoning,	.....	.....	71,500 00	71,500 00	71,500 00
Cleveland and Pittsburgh,	3,640,429 70	3,560,146 66	2,451,087 33	3,274,669 73	1,349,518 84
Colebrookdale,	12,789 42	12,211 09	11,630 13	13,606 04	14,513 26
Columbia and Port Deposit,	203,365 81	185,233 77	156,172 98	125,084 38	115,064 07
Connecting,	153,444 06	146,125 28	145,618 12	151,120 39	148,328 96
Corning, Cowanesque and Antrim,	815,893 56	.....	.....	.....	.....
Cornwall,	124,386 27	126,689 73	54,136 23	44,153 17	65,668 46
Cornwall and Lebanon,	230,664 76	258,220 72	131,968 13	215,804 14	272,960 43
Confluence and Oakland,	14,722 82	17,501 20	12,756 22	14,359 19	22,382 01
Coudersport and Pine Creek,	.....	.....	.....	3,000 00	.....
Coudersport and Port Allegheny,	77,360 14	75,067 00	59,915 74	48,477 00	59,940 71
Cresson and Irvona,	110,604 03	16,959 99	21,271 06	8,047 60	6,545 99
Crescent Connecting,	1,322 57	.....	.....	.....	.....
Cumberland Valley,	924,034 35	953,394 08	818,331 02	830,633 76	883,925 58
Delaware and Hudson Canal Company's Railroad,	1,432,678 73	1,472,127 95	1,256,127 83	1,269,216 96	1,079,244 69
Delaware, Lackawanna and Western,	14,557,215 10	16,096,819 38	14,760,566 85	13,016,078 70	13,637,196 74
Delaware River and Lancaster,	8,670 28	.....	.....	.....	52 50
Delaware, Susquehanna and Schuylkill,	432,639 23	1,090,258 00	862,935 28	1,241,309 29	1,218,452 29
Dillsburg and Mechanicsburg,	23,047 25	21,265 04	16,010 94	2,919 22	1,046 68
Dunkirk, Allegheny Valley and Pittsburgh,	270,035 42	306,816 39	243,537 10	232,261 04	218,160 24
Egiesmere,	.....	.....	.....	.....	9,128 26
East Broad Top,	144,469 98	113,167 30	64,385 98	67,591 48	77,146 53
East Mahanoy,	32,045 50	32,070 50	32,069 50	32,201 00	32,283 50
East Pennsylvania,	123,627 00	123,627 00	123,627 00	123,627 00	123,867 00
Easton and Northern,	.....	.....	.....	3,420 76	3,892 98
Elmira and Williamsport,	151,766 58	156,456 65	156,438 13	156,423 56	176,178 58

Digitized by Google

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Ellwood Connecting,			$919 61	$1,739 07	$3,064 83
Ellwood Short Line,			29,931 77	71,017 90	39,698 71
Emporium and Rich Valley,		$13,963 66	7,100 94	13,646 22	16,513 13
Erie,					27,682,081 52
Erie and Pittsburgh,	$721,797 36	746,949 37	595,044 53	948,749 14	356,913 32
Erie and Wyoming Valley,	746,679 63	804,403 33	778,719 54	720,601 80	759,545 34
Fair Hill,					1,007 88
Fairmont, Morgantown and Pittsburgh,			114,966 14	219,544 83	211,391 11
Fall Brook,		1,049,404 87	853,331 12	835,845 07	1,667,477 55
Falls Creek,	9,223 25	10,074 98	10,122 02	8,669 22	7,727 19
Fayette County,	9,000 00	9,000 00	9,000 00	9,000 00	7,719 20
Gettysburg and Harrisburg,	88,877 14	101,305 80	93,347 72	110,172 39	107,242 90
Greenlick,		378 85	57 05		250 00
Hanover and New Port,				2,015 29	2,439 15
Hanover and York,	27,294 50	34,592 69	19,194 92	15,532 32	7,882 01
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	126,241 58	129,637 04	127,958 20	128,774 64	126,732 43
Hunter's Run and Slate Belt,	6,224 01	5,533 33	5,756 23	6,815 45	7,881 45
Huntingdon and Broad Top Mountain,	664,553 10	719,544 78	583,565 27	632,804 41	648,475 65
Ironton,	43,428 25	30,797 62	28,099 79	20,022 96	36,163 03
Jamestown and Franklin,	59,360 50	73,075 70	53,048 64	60,245 58	66,201 15
Johnsonburg,	24,186 07	19,973 55	11,813 25	23,838 59	26,017 72
Jones' Lake,	1,200 00	1,200 00			
Junction,	210,800 04	204,027 19	182,936 92	186,495 46	192,231 25
Kane and Elk,					6,551 23
Kensington and Tacony,	30 00	30 00	30 00	244 84	14,371 80
Kettle Creek,					4,912 85
Kinzua,					8,972 30
Kinzua Creek and Kane,	25,601 76	29,465 72	20,517 21	17,343 41	11,558 89
Kinzua Hemlock,		4,057 55	2,957 54	2,278 10	5,387 98
Kinzua Valley,	47,056 78	9,842 47	10,636 63	8,389 78	8,729 57
Kishacoquillas Valley,			7,178 87	8,893 91	9,079 47
Lackawanna and Montrose,	10,547 08	15,347 08	14,349 84	12,785 99	13,340 29
Lancaster, Oxford and Southern,		14,282 10	13,074 58	13,772 04	14,023 58

Digitized by Google

Lancaster and Reading Narrow Gauge,	.....	.....	.....	35,458 20	43,219 28
Lake Shore and Michigan Southern,	23,155,994 77	24,016,875 75	21,675,051 33	20,225,955 91	21,967,162 84
Lehigh and New England,	.....	.....	.....	.....	17,288 90
Lehigh and Lackawanna,	92,105 77	94,142 20	75,904 64	75,561 58	74,713 87
Lehigh and Susquehanna,	5,423,599 90	5,305,936 26	4,731,730 92	4,385,274 36	4,607,629 11
Lehigh Valley,	12,256,806 45	4,605,508 09	17,406,056 59	19,309,218 37	19,409,914 19
Lewisburg and Tyrone,	13,891 27	26,926 07	22,218 49	2,517 55	515 25
Ligonier Valley,	54,969 22	60,040 85	35,225 00	44,652 91	50,431 47
Little Saw Mill Run,	58,540 71	68,825 87	43,653 93	50,246 00	50,344 39
Little Schuylkill Navigation,	226,253 18	225,053 35	225,127 95	225,680 53	225,276 90
Littlestown,	888 44	.....	.....	.....	.....
Lykens Valley,	62,686 76	62,792 96	62,845 17	62,902 16	49,160 22
McKeesport and Bessemer,	24,129 00	63,602 56	34,217 74	.....	.....
McKeesport Connecting,	26,907 75	33,978 00	25,942 25	40,954 56	42,623 18
Mahoning Valley,	22,637 77	37,620 72	34,882 15	40,246 88	37,617 49
Mahoning State Line,	.....	.....	.....	750 00	352 57
Mapleton and Rocky Ridge,	60 00	80 00	.....	.....	.....
Mauch Chunk, Summit Hill and Switchback,	23,718 38	23,926 17	.....	.....	.....
Meadville, Conneaut Lake and Linesville,	6,240 00	8,000 00	.....	8,000 00	8,755 79
Medix Run,	.....	.....	.....	.....	2,456 46
Middletown and Hummelstown,	15,527 87	15,140 76	9,382 66	8,407 33	7,942 53
Mifflin and Centre County,	34,630 11	34,262 86	33,769 63	25,573 54	20,477 88
Mill Creek and Mine Hill,	33,000 00	33,000 00	33,000 00	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	338,816 00	355,981 00	355,856 00	355,331 00	356,131 00
Monongahela Connecting,	152,167 77	169,325 51	121,020 93	144,680 52	182,932 37
Mohnsville and Adamstown,	.....	.....	.....	.....	6,886 63
Monongahela River and Street's Run,	714 00	4,364 77	2,026 97	.....	.....
Mont Alto,	27,906 40	29,547 80	22,630 87	21,000 05	26,962 35
Montour,	41,753 94	26,077 90	18,113 10	26,344 89	41,041 33
Montrose,	20,651 06	19,367 60	19,139 12	20,312 16	24,362 03
Mount Carbon and Port Carbon,	36,250 00	36,250 00	36,250 00	36,250 00	36,250 00
Mount Carmel and Natalie,	9,442 21	36,042 97	43,652 39	45,774 01	40,192 52
Mount Jewett, Kinzua and Ritersville,	25,850 42	33,428 50	34,877 31	43,859 93	50,314 45
Mount Jewett and Smethport,	.....	5,896 35	12,605 05	15,739 33	14,483 35
Mount Penn Gravity,	16,177 04	14,254 97	13,320 40	13,818 23	14,869 23
Mount Pleasant and Broadford,	18,415 32	15,358 37	17,632 87	9,125 30	8,122 51
Nescopec,	1,188 42	8,469 97	6,000 67	2,759 85	2,497 58
Nesquehoning Valley,	76,441 15	79,448 58	79,306 72	79,448 58	79,590 44
Neversink Mountain,	14,892 84	15,768 70	9,926 65	11,017 62	9,563 64
New Castle and Beaver Valley,	158,694 72	172,385 48	144,054 48	223,572 86	63,327 44
New Castle and Butler,	6,985 92	5,522 74	5,542 92	8,031 18	8,186 54

Digitized by Google

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
New Castle and Shenango Valley,	$16,175 16	$12,736 15	$8,936 21	$20,365 25	$23,758 02
New Haven and Dunbar,	.....	.....	8,854 28	16,087 65	16,946 85
Newport and Sherman's Valley,	.....	29,175 39	28,323 84	23,605 87	22,063 19
New York, Lake Erie and Western,	32,202,771 39	31,289,979 80	27,047,113 62	26,234,543 22	.....
New York, Lackawanna and Western,	181,823 99	193,724 50	.....	.....	.....
New York, Chicago and St. Louis,	6,503,617 94	6,565,403 02	6,186,595 78	6,019,015 00	6,174,141 12
New York and North Pennsylvania,	11,087 92	11,123 14	.....	8,467 18	6,909 19
New York, Pennsylvania and Ohio,	2,322,934 20	2,334,832 88	1,986,552 64	2,091,712 26	.....
New York, Susquehanna and Western,	1,664,202 59	1,728,323 22	1,700,751 78	1,700,535 74	1,799,794 58
Nittany Valley,	8,751 56	9,380 88	6,875 00	8,957 50	8,250 00
North Bend and Kettle Creek,	.....	.....	1,769 50	2,661 80	6,758 36
Northern Central,	7,373,493 34	7,798,298 76	6,612,470 88	6,772,150 01	6,831,303 44
North East Pennsylvania,	79,916 47	75,446 43	76,546 64	81,963 45	92,214 11
North Pennsylvania,	881,700 00	881,700 00	881,700 00	881,700 00	874,200 00
North and West Branch,	342,348 68	396,376 74	324,917 03	265,887 15	218,532 15
Ohio and Baltimore Short Line,	12,217 41	15,635 80	12,4.2 30	21,575 38	26,772 06
Ohio Connecting,	103,067 50	121,290 88	97,967 80	119,045 62	77,145 79
Olean, Oswago and Eastern,	.....	.....	.....	10,811 05	12,206 22
Ontario, Carbondale and Scranton,	97,830 65	101,689 42	.....	104,478 70	102,351 67
Oregon and Texas,	.....	4,702 50	4,521 00	3,524 00	3,138 30
Pennsylvania,	74,213,929 41	76,011,102 10	63,854,054 18	66,909,168 78	69,636,433 89
Pennsylvania Company,	2,738,210 45	2,575,139 38	2,589,245 59	2,016,298 71	20,169,035 34
Pennsylvania and New York Canal and Railroad,	.....	530,000 00	530,000 00	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	197,984 60	202,859 83	1,200 00	7,037 25	.....
Pennsylvania Schuylkill Valley,	590,853 57	756,465 51	548,576 24	359,551 52	270,614 39
Pennsylvania and North Western,	896,396 12	751,843 06	429,785 74	574,312 68	626,381 72
Penn Gas Coal Company's Railroad,	7,619 51	8,431 30	7,605 58	7,349 14	7,344 56
People's,	22,782 33	26,671 42	26,744 48	24,091 30	15,981 31
Perkiomen,	314,288 98	359,442 26	291,671 68	296,692 90	289,288 54
Perry County,	11,312 73	.....	15,897 74	16,251 73	21,472 17
Philadelphia and Baltimore Central,	234,416 87	170,322 57	261,582 51	232,417 13	111,127 15
Philadelphia Belt Line,	.....	.....	1,241 80	2,357 55	7,109 71
Philadelphia and Chester Valley,	50,337 60	48,447 35	46,683 45	46,966 45	53,092 81

Digitized by Google

Philadelphia and Erie,	1,676,902 97	1,746,920 39	1,139,897 91	1,075,449 69	1,255,720 77
Philadelphia and Frankford,	.....	.....	.....	19,024 70	25,466 59
Philadelphia, Germantown and Chestnut Hill,	86,298 07	96,728 51	110,263 00	38,822 07	19,821 30
Philadelphia, Germantown and Norristown,	278,722 59	304,427 15	277,582 58	281,225 71	278,174 56
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	25,000 00	25,000 00	25,000 00
Philadelphia, Newtown and New York,	110,413 25	118,918 52	113,512 94	116,774 66	107,144 53
Philadelphia and Reading,	33,517,280 66	42,550,898 48	21,700,503 32	21,201,171 75	22,007,041 74
Philadelphia and Reading Terminal,	.....	150,000 00	720,453 55	634,616 07	702,342 01
Philadelphia and Trenton,	54,175 50	58,821 65	58,781 69	66,687 01	69,766 42
Philadelphia, Wilmington and Baltimore,	9,029,935 87	10,085,245 76	9,483,195 58	9,315,116 09	9,667,909 38
Pickering Valley,	4,856 89	4,884 82	4,460 84	5,924 75	5,133 44
Pine Creek,	1,026,173 15	988,002 95	852,469 81	966,261 70	298,265 11
Pittsburgh and Castle Shannon,	127,393 61	136,584 72	95,417 33	127,965 97	68,933 13
Pittsburgh, Chartiers and Youghiogheny,	145,634 96	173,915 85	122,152 75	158,983 09	192,691 02
Pittsburgh, Cincinnati and St. Louis,	.....	17,059,796 62	.....	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	16,275,238 54	.....	15,201,629 54	15,432,054 28	16,477,517 86
Pittsburgh and Connellsville,	2,979,388 86	3,019,775 58	2,434,189 80	2,868,516 41	2,934,715 96
Pittsburgh, Fort Wayne and Chicago,	12,472,271 29	13,507,684 17	10,983,494 66	10,123,111 36	4,159,746 77
Pittsburgh Junction,	287,114 18	301,696 13	270,619 78	347,867 22	373,219 83
Pittsburgh and Lake Erie,	4,313,517 62	4,549,044 40	3,367,640 33	4,375,069 56	5,068,904 10
Pittsburgh, Lisbon and Western,	.....	.....	.....	.....	6,798 25
Pittsburgh, Marion and Chicago,	.....	40,238 73	30,270 30	42,269 23	37,838 62
Pittsburgh, McKeesport and Youghiogheny,	505,714 44	488,822 01	504,814 08	499,519 22	498,695 46
Pittsburgh and Moon Run,	.....	24,387 73	17,509 38	22,702 96	19,810 03
Pittsburgh and Northern,	1,957 52	1,106 15	921 26	410 25	785 15
Pittsburgh, Shenango and Lake Erie,	377,945 23	478,992 01	479,231 22	560,957 92	659,824 12
Pittsburgh, Virginia and Charleston,	415,313 97	373,577 01	219,950 39	508,324 93	609,678 35
Pittsburgh and Western,	1,488,880 53	1,487,781 86	1,343,981 25	1,077,314 03	1,820,054 61
Pittsburgh, Youngstown and Ashtabula,	1,560,986 13	1,487,113 53	1,021,202 84	1,473,402 03	645,526 90
Pomeroy and Newark,	31,018 79	.....	.....	.....	.....
Reading and Columbia,	341,419 68	345,842 44	284,170 48	280,899 58	291,759 77
Reynoldsville and Falls Creek,	115,2.6 09	176,819 91	155,018 80	87,404 50	78,813 40
Ridgway and Clearfield,	114,916 42	106,380 69	80,158 25	47,018 00	69,572 06
River Front,	23,090 00	23,180 00	25,680 00	34,553 93	33,950 69
Rochester, Beaver Falls and Western,	.....	.....	.....	492 15	797 46
Rupert and Bloomsburg,	7,320 04	8,807 39	7,421 89	10,590 01	10,741 48
Saint Marys and South Western,	.....	.....	10,172 23	67,080 11	99,583 17
Salisbury,	57,494 21	57,265 12	40,910 80	44,963 21	53,743 59
Schuylkill and Lehigh,	51,000 00	51,000 00	27,000 00	27,000 00	27,000 00
Schuylkill and Lehigh Valley,	.....	.....	100,000 00	100,000 00	100,000 00
Schuylkill River, East Side,	265,495 15	343,542 77	300,152 86	283,162 37	299,532 06
Schuylkill Valley Navigation Railroad,	29,450 00	29,450 00	29,450 00	29,450 00	29,450 00

Digitized by Google

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Shade Creek,	$1,155 69	$1,790 43	.....	.....	.....
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00	$110,000 00	$110,000 00	$110,000 00
Shamokin Valley and Pottsville,	208,272 07	200,481 78	199,929 63	200,622 44	197,369 81
Sharon,	36,426 00	36,426 00	36,426 00	36,426 00	36,915 75
Sharpsville,	32,413 36	22,898 23	11,328 74	20,842 32	24,547 27
Sheffield and Spring Creek,	300 00	300 00	300 00	25 00	.....
Sinnemahoning Valley,	157,901 57	161,731 16	.....	.....	.....
Slackwater Connecting,	.....	13,304 50	7,829 75	19,721 22	24,273 25
Slate Run,	27,521 78	15,569 32	14,618 93	12,256 07	19,761 84
Somerset County,	5,440 52	2,360 00	.....	.....	.....
Somerset and Cambria,	159,377 71	183,963 49	134,849 92	127,593 21	138,278 53
South Fork,	.....	.....	937 93	994 13	.....
South Shore,	.....	.....	.....	.....	9,282 18
Southwest Pennsylvania,	496,696 72	335,492 51	194,080 78	382,240 00	293,640 29
Southern Pennsylvania,	.....	.....	.....	.....	.....
Southern Pennsylvania Railway and Mining Company,	.....	.....	.....	2,255 88	4,580 63
State Line (Pittsburgh),	15,066 18	13,696 87	.....	.....	.....
State Line and Sullivan,	40,000 00	50,958 80	67,296 34	40,000 00	40,000 00
Stewartstown,	15,630 34	15,187 12	14,916 68	13,927 04	15,581 36
Stony Creek,	28,297 39	30,141 34	38,128 90	44,966 38	48,072 91
Strasburg,	.....	.....	.....	17,891 16	.....
Sugar Run,	.....	11,665 06	21,800 80	.....	10,901 16
Sunbury, Hazleton and Wilkes-Barre,	226,814 05	329,114 68	287,978 67	249,006 99	210,455 03
Sunbury and Lewistown,	191,128 21	245,491 47	199,985 23	211,739 13	237,532 13
Susquehanna and Buffalo,	.....	13,741 40	5,675 87	8,952 64	3,129 57
Susquehanna and Clearfield,	6,236 89	12,337 53	.....	.....	.....
Tamaqua, Hazleton and Northern,	18,378 35	35,065 10	12,185 93	4,462 22	10,838 36
Tladaghton and Fahnestalk,	2,976 21	15,806 30	5,402 82	258 50	1,356 26
Tioga—five months,	.....	.....	.....	288,537 17	121,247 23
Tionesta Valley,	.....	.....	.....	55,194 35	57,954 17
Tionesta Valley and Hickory Run,	.....	.....	.....	1,502 42	2,172 05
Tionesta Valley and Salmon Creek,	.....	.....	.....	989 32	3,127 73

Digitized by Google

Trenton Delaware Bridge Company,					48,110 09
Tuscarora Valley,				10,672 60	17,457 01
Tyrone and Clearfield,				115,275 33	116,704 20
Union,					28,011 85
Ursina and North Fork,	1,810 63	1,790 37	1,725 11	1,870 70	1,901 97
Valley,					13,593 56
Warren and Farnsworth,	4,971 62	10,751 39		50,839 95	
Waynesburg and Washington,	56,941 30	58,482 07	54,371 45		68,599 02
West Chester,	13,104 23	12,966 80	12,000 00	13,910 32	12,000 00
Western Maryland,	828,281 28	1,019,330 73	1,028,810 63	1,107,560 55	1,132,299 17
Western New York and Pennsylvania,	3,875,431 62	3,720,180 89	3,921,227 17	3,311,610 69	3,242,668 85
Western Pennsylvania,	538,112 04	609,099 08	365,316 85	498,690 21	567,905 52
Wheeling, Pittsburgh and Baltimore,	644,703 01	655,396 28	489,447 06	633,775 17	672,634 75
Wilcox and Rocky Run,	1,919 35	3,749 36			
Wilkes-Bare and Eastern,			91,525 72	394,760 97	380,017 08
Wilkes-Barre and Scranton,	48,550 00	50,877 80	51,563 80	50,581 40	50,380 00
Wilkes-Barre and Western,	22,684 59				
Williamsport and North Branch,	79,460 39	91,107 14	85,695 97	104,791 53	100,858 16
Wilmington and Northern,	450,897 20	499,927 83	425,280 89	462,396 16	483,873 62
Williams Valley,		21,759 66	21,428 85	21,905 72	22,939 13
York and Beach Bottom,					
York Southern,				36,819 78	66,267 20
Total,	$305,680,351 20	$317,223,466 57	$271,643,224 31	$277,454,035 90	$295,423,378 33

Digitized by Google

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Addison and Pennsylvania,	$90,008 53	$86,466 25	$90,851 45	$80,545 64	$82,487 57
Allegheny and Kinzua,	71,261 32	45,398 33	22,683 68	20,570 92	17,715 30
Allegheny and South Side,	.....	.....	.....	.....	2,838 34
Allegheny Valley,	2,782,239 71	2,858,191 84	2,467,036 32	2,604,306 87	2,769,652 92
Allentown,	398 13	240 00	240 00	49 00	.....
Allentown Terminal,	18,000 00	.....	18,000 00	18,000 00	18,000 00
Altoona, Clearfield and Northern,	4,710 25	11,162 04	9,269 00	.....	10,404 84
Altoona and Philipsburg,	.....	.....	.....	.....	35,872 87
Altoona and Wapsononock,	.....	.....	.....	.....	.....
Bald Eagle Valley,	40,687 89	42,046 44	54,316 21	41,207 50	39,553 67
Baltimore and Cumberland Valley,	.....	.....	.....	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	.....	.....	.....	13,800 00	13,800 00
Baltimore and Harrisburg,	165,713 34	171,283 11	196,279 40	215,568 18	222,928 66
Baltimore and Harrisburg Western Extension,	.....	.....	.....	12,000 00	12,000 00
Baltimore and Lehigh,	273,665 99	.....	55,943 42	.....	.....
Baltimore and Philadelphia,	1,004,512 66	999,653 18	903,359 41	874,339 55	880,839 86
Bangor and Portland,	120,616 90	125,005 18	131,632 52	108,893 19	136,494 67
Barclay Coal Company's Railroad,	70,760 18	29,807 55	38,527 39	28,545 20	28,442 93
Bear Rock,	.....	3,059 52	870 34	1,698 97	1,519 63
Beaver and Ellwood,	5,078 24	6,343 86	10,087 46	5,197 55	2,125 72
Beaver Meadow, Trescow and New Boston,	.....	.....	.....	.....	127 50
Bedford and Bridgeport,	92,774 43	93,199 63	93,652 19	95,203 05	93,741 09
Beech Creek,	1,017,890 86	948,515 53	1,128,698 53	1,022,789 78	1,025,061 55
Belvidere Delaware,	.....	.....	.....	.....	174,642 34
Bellefonte Central,	14,636 44	43,508 20	33,603 71	20,489 86	21,802 34
Berlin,	32,510 06	14,162 08	11,176 73	12,759 99	10,662 59
Berlin Branch,	7,142 68	8,426 84	8,581 39	8,525 81	10,075 87
Big Level and Kinzua,	.....	.....	.....	.....	11,306 86
Bloomsburg and Sullivan,	65,395 30	35,175 05	64,465 11	63,833 97	67,689 28
Bradford, Bordell and Kinzua,	61,204 77	49,179 79	48,460 56	49,235 26	41,981 62
Bradford, Eldred and Cuba,	63,982 46	.....	.....	.....	.....
Bradford and West Pennsylvania,	4,077 44	4,783 67	4,529 19	4,882 57	8,353 09
Brownstone and Middletown,	8,116 65	18,944 95	9,444 60	11,372 70	7,252 70

Digitized by Google

Buffalo, Rochester and Pittsburgh,	2,667,313 82	2,963,590 05	2,783,485 33	2,896,805 61	2,944,317 45
Buffalo and Susquehanna,	.....	.....	205,695 93	319,126 76	417,559 09
Bustleton,	.....	6,567 67	6,870 71	7,474 19	10,082 56
Cambria and Clearfield,	25,741 13	52,490 42	69,128 81	73,656 92	71,806 57
Cammal and Black Forest,	.....	.....	.....	.....	18,914 31
Catasauqua and Fogelsville,	53,465 61	49,852 32	38,497 92	40,020 66	64,266 00
Catawissa,	8,626 13	9,045 67	8,729 33	6,521 77	9,027 93
Central Pennsylvania and Western,	.....	23,281 03	20,965 34	22,281 96	21,946 59
Central Railroad Company of Pennsylvania,	.....	.....	22,124 14	105,990 31	95,836 49
Chambersburg and Gettysburg,	5,702 31	6,547 27	1,017 67	774 22	665 82
Chartiers,	555,754 41	218,019 00	224,819 02	246,924 51	53,097 20
Chester Creek,	11,449 98	12,633 98	12,291 30	13,117 21	12,314 56
Chester and Delaware River,	21,699 72	53,065 45	33,217 06	33,181 22	28,554 81
Chestnut Hill,	2,000 00	2,000 00	2,000 00	2,000 00	2,000 00
Clarion River,	5,608 42	14,939 15	13,948 36	17,561 22	21,883 92
Clearfield and Mahoning,	.....	.....	32,500 00	32,500 00	32,500 00
Cleveland and Pittsburgh,	3,589,019 52	2,923,568 90	2,369,573 23	1,890,448 73	548,251 30
Colebrookdale,	36,262 21	36,240 00	36,240 00	36,040 00	56,089 77
Columbia and Port Deposit,	79,454 07	81,388 61	76,784 03	81,758 22	78,535 49
Connecting,	76,746 06	69,427 28	68,920 12	74,422 39	71,659 96
Corning, Cowanesque and Antrim,	697,896 47	.....	.....	.....	.....
Cornwall,	72,937 63	72,921 56	50,943 71	52,719 86	57,902 67
Cornwall and Lebanon,	176,698 88	174,781 37	126,347 60	155,571 80	178,174 20
Confluence and Oakland,	30,181 22	39,200 64	29,903 54	32,915 22	28,569 68
Coudersport and Port Allegheny,	45,759 00	46,036 00	45,271 00	36,227 53	47,200 00
Cresson and Irvona,	62,353 60	26,481 26	46,838 91	22,210 21	23,386 54
Crescent Connecting,	634 08	.....	.....	.....	.....
Cumberland Valley,	811,762 32	781,463 37	680,057 25	618,123 63	683,572 21
Delaware and Hudson Canal Company's Railroad,	2,512,941 97	2,556,093 94	2,454,241 51	2,070,259 45	2,122,529 99
Delaware, Lackawanna and Western,	11,832,945 40	13,212,780 33	12,241,633 21	12,224,241 39	12,419,305 88
Delaware River and Lancaster,	30,960 88	.....	.....	.....	.....
Delaware River Railroad and Bridge Company,	.....	.....	.....	.....	4,224 69
Delaware, Susquehanna and Schuylkill,	169,681 83	323,098 05	436,631 66	989,832 77	1,066,223 20
Dillsburg and Mechanicsburg,	24,850 93	21,723 38	18,888 11	6,050 00	6,050 00
Downingtown and Lancaster,	16,491 16	31,392 31	24,615 41	37,012 13	21,062 78
Dunkirk, Allegheny Valley and Pittsburgh,	204,961 01	241,468 56	358,444 87	238,488 27	223,361 95
Eaglesmere,	.....	.....	.....	.....	3,907 18
East Broad Top,	124,445 28	126,497 45	78,642 86	79,268 20	88,190 47
East Mahanoy,	3,176 00	3,201 00	3,200 00	3,331 50	3,414 00
East Pennsylvania,	19,800 00	19,800 00	19,800 00	19,800 00	29,838 76
Eastern and Northern,	.....	.....	.....	.....	1,125 00
Ebensburg and Black Lick,	.....	.....	.....	5,535 01	7,086 70

Digitized by Google

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Elmira and Williamsport,	$95,951 63	$101,926 06	$101,622 19	$102,085 80	$101,369 00
Ellwood Connecting,	.....	.....	64 97	257 75	263 99
Ellwood Short Line,	.....	.....	15,000 00	15,891 10	38,976 18
Emporium and Rich Valley,	.....	8,268 23	7,373 48	8,254 77	10,094 28
Erie,	.....	.....	.....	.....	27,826,370 97
Erie and Pittsburgh,	920,212 02	758,342 48	642,634 90	796,294 01	217,426 00
Erie and Wyoming Valley,	667,590 58	696,658 85	757,412 11	713,958 33	629,017 80
Fair Hill,	.....	.....	.....	.....	2,358 74
Fairmont, Morgantown and Pittsburgh,	.....	.....	205,884 34	302,868 80	283,904 96
Fall Brook,	.....	488,330 00	457,884 34	470,869 79	1,419,099 20
Falls Creek,	5,050 57	5,700 00	9,986 89	9,644 67	6,190 48
Fayette County,	451 75	807 11	646 89	538 45	1,042 15
Ferney Mountain,	.....	3,600 00	.....	.....	.....
Gettysburg and Harrisburg,	140,186 42	134,230 71	113,342 50	110,711 37	112,351 86
Greenlick,	.....	403 20	135 33	.....	310 15
Hanover and New Port,	.....	.....	.....	138 19	2,450 02
Hanover and York,	15,435 26	14,455 75	13,032 65	11,123 66	9,282 50
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	39,447 73	41,863 54	41,524 45	42,026 69	39,752 15
Hunter's Run and Slate Belt,	8,104 88	7,968 62	8,565 17	7,068 01	8,718 16
Huntingdon and Broad Top Mountain,	426,857 86	461,585 39	400,267 23	401,891 67	402,665 54
Ironton,	27,528 27	17,023 65	14,872 59	14,019 21	22,895 91
Jamestown and Franklin,	48,117 92	46,064 20	44,616 00	59,332 57	57,792 84
Johnsonburg,	13,811 37	13,803 14	13,033 30	13,853 50	14,086 06
Junction,	135,763 26	161,580 79	165,056 76	228,407 25	123,732 03
Kane and Elk,	.....	.....	.....	.....	7,627 39
Kensington and Tacony,	12 00	42 75	4 20	222 54	155 80
Kishwaukee Mineral Springs,	.....	.....	.....	.....	4,311 41
Ketners, St. Mary's and Shawmut,	.....	.....	.....	.....	6,239 90
Kinzua Creek and Kane,	19,001 93	19,003 43	21,701 61	13,787 82	11,675 82
Kinzua Hemlock,	.....	.....	.....	.....	263 22
Kinzua Valley,	10,502 96	45,183 82	8,061 91	10,410 70	12,478 30
Kishacoquillas Valley,	.....	.....	9,199 57	8,672 07	8,097 30
Lackawanna and Montrose,	7,690 10	12,977 18	12,923 02	12,460 39	13,168 90

Digitized by Google

Lancaster, Oxford and Southern,	.....	16,467 55	14,103 70	14,466 38	15,132 80
Lancaster and Reading Narrow Gauge,	.....	.....	.....	24,528 27	21,623 93
Lake Shore and Michigan Southern,	19,902,977 72	20,579,554 17	18,752,620 45	17,385,118 65	18,920,561 64
Lehigh and Lackawanna,	80,379 00	108,797 65	82,767 25	78,304 38	79,515 47
Lehigh and New England,	.....	.....	.....	.....	21,819 73
Lehigh and Susquehanna,	4,342,161 05	2,610,078 97	2,351,116 99	3,784,127 95	3,994,860 68
Lehigh Valley,	8,335,537 36	2,039,173 84	16,338,542 40	18,836,299 42	19,170,748 05
Lewisburg and Tyrone,	18,653 84	19,262 20	19,341 30	20,174 21	19,678 15
Ligonier Valley,	36,692 32	40,592 13	33,117 54	35,772 44	41,227 80
Little Saw Mill Run,	53,477 47	48,942 72	45,021 71	33,591 99	43,952 34
Little Schuylkill Navigation,	44,117 24	54,317 08	52,096 13	52,105 74	51,929 56
Littlestown,	940 00	.....	.....	.....	.....
Lykens Valley,	1,910 67	1,998 19	2,176 63	1,770 25	2,497 33
McKeesport and Bessemer,	10,366 00	22,063 34	25,006 00	.....	.....
McKeesport Connecting,	4,452 31	26,624 67	20,572 48	35,631 56	37,336 01
Mahoning and Allegheny,	.....	.....	.....	.....	41,751 91
Mahoning Valley,	23,067 57	25,793 75	27,866 53	27,867 08	352 57
Mahoning State Line,	.....	.....	.....	750 00	.....
Mapleton and Rocky Ridge,	.....	5 14	.....	.....	.....
Mauch Chunk, Summit Hill and Switchback,	16,347 38	16,266 62	.....	.....	.....
Meadville, Conneaut Lake and Linesville,	18,773 75	.....	.....	.....	10,000 00
Medix Run,	.....	.....	.....	.....	8,237 92
Middletown and Hummelstown,	.....	19,720 12	15,955 80	11,561 82	8,720 74
Mifflin and Centre County,	13,796 21	13,664 56	15,409 95	15,853 00	15,543 19
Mill Creek and Mine Hill,	695 27	640 75	494 60	830 88	463 20
Mine Hill and Schuylkill Haven,	22,170 75	36,978 71	35,350 95	35,722 37	35,275 11
Mohnsville and Adamstown,	.....	.....	.....	.....	8,730 29
Monongahela Connecting,	98,420 71	118,562 72	88,015 33	99,551 63	140,361 88
Monongahela River and Street's Run,	.....	4,035 43	.....	.....	.....
Mont Alto,	39,470 79	33,027 82	.....	26,499 02	28,867 97
Montour,	39,258 28	22,057 02	18,391 27	21,687 60	27,600 00
Montrose,	17,011 20	17,098 83	20,872 68	24,765 83	35,771 00
Mount Carbon and Port Carbon,	3,524 74	2,574 29	4,581 67	3,505 21	3,197 18
Mount Carmel and Natalie,	5,591 48	7,929 31	5,527 77	145,831 17	40,010 31
Mount Jewett, Kinzua and Ritersville,	24,268 00	31,647 95	34,918 27	44,722 14	48,529 68
Mt. Jewett and Smethport,	.....	7,224 35	8,619 41	9,782 31	10,555 52
Mount Penn Gravity,	40,015 48	20,363 65	16,003 82	34,402 07	18,666 62
Mount Pleasant and Broadford,	527 16	320 32	329 74	2,295 00	70 41
Nescopec,	11,310 16	11,750 71	11,626 66	11,312 11	11,352 79
Nesquehoning Valley,	5,511 15	8,518 58	8,378 72	8,518 59	8,660 44
Neversink Mountain,	12,855 36	20,504 92	19,055 48	16,181 08	16,101 42
New Castle and Beaver Valley,	170,105 85	113,801 08	95,477 52	114,295 46	4,785 40

Digitized by Google

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
New Castle and Butler,	$7,637 19	$10,417 86	$7,045 80	$8,102 29	$15,865 68
New Castle and Shenango Valley,	23,132 19	15,6.9 54	15,035 03	15,000 00	15,000 00
New Haven and Dunbar,	.....	.....	5,729 62	25,535 33	17,897 75
Newport and Sherman's Valley,	4,126 37	25,436 81	21,454 73	28,958 00	22,978 62
New York, Lake Erie and Western,	31,199,486 07	30,522,503 95	27,735,197 96	27,447,716 48	.....
New York, Lake Erie and Western Coal,	.....	.....	.....	.....	.....
New York, Lackawanna and Western,	93,913 20	108,672 44	.....	.....	.....
New York, Chicago and St. Louis,	6,097,028 99	6,360,155 61	6,099,287 93	5,810,561 54	6,044,520 65
New York and North Pennsylvania,	11,077 18	10,258 20	.....	9,009 75	7,106 85
New York, Pennsylvania and Ohio,	2,198,609 06	2,115,137 02	1,521,317 88	1,418,696 77	.....
New York, Susquehanna and Western,	1,433,696 08	1,464,052 41	1,560,330 15	1,864,759 46	1,720,740 63
Nittany Valley,	15,567 46	8,911 77	11,010 25	11,819 05	13,952 33
North Bend and Kettle Creek,	.....	.....	14,428 49	7,042 14	12,381 65
Northern Central,	6,797,928 96	6,623,366 28	5,643,490 20	6,107,759 97	6,323,742 14
North East Pennsylvania,	100,309 52	106,803 82	90,542 72	86,675 28	94,712 68
North Pennsylvania,	504,000 00	504,000 00	504,000 00	504,000 00	496,536 00
North and West Branch,	105,277 01	109,307 91	125,071 94	109,525 41	110,809 01
Ohio and Baltimore Short Line,	80,916 20	53,842 60	46,411 70	58,119 47	56,110 81
Ohio Connecting,	103,059 50	86,496 94	80,640 22	48,760 96	39,600 00
Olean, Oswago and Eastern,	.....	.....	.....	7,600 11	15,468 28
Ontario, Carbondale and Scranton,	78,208 00	78,193 66	.....	78,208 85	78,280 95
Oregon and Texas,	.....	7,551 01	6,176 54	3,643 00	3,518 30
Pennsylvania,	64,528,554 97	67,493,141 60	58,186,735 57	58,868,318 50	61,466,212 34
Pennsylvania Company,	1,580,197 68	1,554,860 45	3,473,722 79	1,966,511 79	19,164,951 29
Pennsylvania and New York Canal and Railroad,	.....	530,000 00	530,000 00	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	451,895 26	361,512 15	131,012 05	113,347 25	.....
Pennsylvania Schuylkill Valley,	494,369 31	412,537 29	400,258 52	401,606 84	405,606 93
Pennsylvania and Northwestern,	748,902 36	647,636 20	409,381 99	403,172 63	568,116 26
Penn Gas Coal Company's Railroad,	17,895 16	17,846 28	17,933 98	16,887 36	14,996 85
People's,	15,214 40	15,292 76	14,573 91	12,894 21	7,153 23
Perkiomen,	288,807 76	357,296 57	287,024 51	275,211 06	276,757 33
Perry County,	9,016 15	.....	15,699 43	18,039 51	18,935 85
Philadelphia and Baltimore Central,	160,635 69	156,387 26	164,756 84	175,942 90	160,543 41

Digitized by Google

Philadelphia Belt Line,	.....	.....	18,715 58	19,147 15	7,109 71
Philadelphia and Chester Valley,	71,629 46	71,333 20	71,392 81	66,421 85	58,916 87
Philadelphia and Delaware County,	.....	.....	.....	13,692 67	21,017 00
Philadelphia and Erie,	1,261,061 84	1,204,417 57	1,165,217 43	1,229,307 23	1,214,646 66
Philadelphia and Frankford,	.....	.....	.....	19,024 70	25,466 50
Philadelphia, Germantown and Chestnut Hill,	54,124 07	63,877 04	76,537 74	75,685 80	65,586 99
Philadelphia, Germantown and Norristown,	7,309 38	57,705 05	5,245 60	16,307 38	11,474 93
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	25,000 00	25,000 00	25,000 00
Philadelphia, Newtown and New York,	149,855 25	123,088 77	122,000 00	121,429 31	111,006 01
Philadelphia and Reading,	33,133,668 64	43,413,652 26	22,460,027 41	21,838,234 51	22,028,433 27
Philadelphia and Reading Terminal,	.....	150,000 00	604,085 13	477,053 33	465,355 22
Philadelphia and Trenton,	4,765 50	9,411 05	9,371 69	17,277 01	20,356 42
Philadelphia, Wilmington and Baltimore,	7,830,985 34	8,968,889 93	8,305,827 69	8,136,719 09	8,409,627 17
Pickering Valley,	23,507 62	23,591 55	23,591 00	23,309 00	23,261 91
Pine Creek,	959,480 93	808,534 04	723,935 33	827,033 17	271,984 37
Pittsburgh and Castle Shannon,	129,039 53	128,026 64	100,287 49	126,602 22	69,307 22
Pittsburgh, Chartiers and Youghiogheny,	157,647 77	151,221 60	135,606 70	138,430 05	126,055 99
Pittsburgh, Cincinnati, Chicago and St. Louis,	15,263,218 92	15,948,353 30	15,087,339 81	10,930,063 94	15,278,405 86
Pittsburgh and Connellsville,	5,571,891 25	3,615,545 60	3,326,753 57	3,405,183 71	2,183,284 87
Pittsburgh, Fort Wayne and Chicago,	11,799,031 79	10,365,120 17	8,490,698 63	7,275,272 39	888,817 48
Pittsburgh Junction,	206,823 34	215,170 85	205,656 67	251,949 02	295,163 36
Pittsburgh and Lake Erie,	3,843,690 72	3,993,504 38	3,086,717 06	3,676,610 26	4,248,298 38
Pittsburgh, Lisbon and Western,	.....	.....	.....	.....	6,596 72
Pittsburgh, Marion and Chicago,	.....	57,766 28	50,903 59	62,748 51	59,327 59
Pittsburgh, McKeesport and Youghiogheny,	238,135 44	251,253 01	267,235 08	261,940 22	251,116 46
Pittsburgh and Moon Run,	.....	25,556 45	22,121 44	24,096 71	26,419 21
Pittsburgh and Northern,	4,264 20	4,153 06	3,256 82	1,243 01	1,792 22
Pittsburgh, Shenango and Lake Erie,	534,659 58	412,992 82	482,037 70	580,259 88	641,088 48
Pittsburgh, Virginia and Charleston,	222,456 75	234,416 71	239,361 03	276,047 56	315,183 43
Pittsburgh and Western,	1,763,191 05	1,835,174 99	1,624,573 50	1,799,605 20	1,909,479 66
Pittsburgh, Youngstown and Ashtabula,	1,560,986 13	1,116,633 54	885,531 97	865,268 17	404,695 93
Pomeroy and Newark,	944 32	20,495 50	16,698 11	2,505 24	9,355 84
Reading and Columbia,	392,525 21	403,428 40	311,814 21	307,591 13	310,740 42
Reynoldsville and Falls Creek,	74,695 76	155,848 30	86,700 62	65,849 77	73,076 98
Ridgway and Clearfield,	28,529 66	29,569 60	26,936 52	30,984 69	25,512 15
River Front,	9,734 80	9,738 60	11,459 75	19,467 58	18,783 79
Rupert and Bloomsburg,	10,146 98	10,405 43	9,336 90	8,108 63	7,395 71
Saint Marys and Southwestern,	.....	.....	3,962 59	26,033 90	24,347 34
Salisbury,	61,041 77	70,206 21	42,015 01	40,032 68	22,236 01
Schuylkill and Lehigh,	.....	51,000 00	27,000 00	27,000 00	27,000 00
Schuylkill and Lehigh Valley,	.....	.....	100,000 00	100,000 00	100,000 00
Schuylkill River, East Side,	225,000 00	242,038 56	223,391 42	242,281 57	232,392 21

Digitized by Google

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Schuylkill Valley Navigation Railroad,	$696 65	$641 96	$495 90	$818 72	$467 70
Shade Creek,	1,304 51	1,728 08	.....	.....	.....
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Shamokin Valley and Pottsville,	155,949 07	148,108 53	147,615 13	148,001 69	145,042 81
Sharon,	9,226 94	9,173 38	9,142 20	9,160 28	9,166 95
Sharpsville,	39,355 90	32,034 48	26,710 60	31,127 04	37,402 95
Sheffield and Spring Creek,	.....	300 00	300 00	25 00	.....
Sinnemahoning Valley,	167,754 21	171,414 02	.....	.....	.....
Slackwater Connecting,	.....	17,524 23	11,135 60	17,177 90	19,240 27
Slate Run,	24,749 28	15,008 07	13,832 10	14,748 06	15,391 29
Somerset County,	5,302 80	2,179 58	.....	.....	.....
Somerset and Cambria,	286,348 59	161,485 17	142,634 24	140,106 46	130,393 70
South Fork,	438 60	6,730 43	458 67	561 17	1,252 80
South Shore,	.....	.....	.....	.....	3,838 90
Southwest Pennsylvania,	97,342 94	100,848 24	88,618 20	97,481 82	194,130 01
Southern Pennsylvania Railway and Mining Company,	.....	51,531 57	48,708 69	43,904 78	43,902 22
State Line (Pittsburgh),	28,618 24	17,561 53	.....	.....	.....
State Line and Sullivan,	16,800 00	26,100 00	40,000 00	33,356 74	42,177 74
Stewartstown,	9,448 73	11,087 31	10,352 24	8,619 39	15,314 40
Stony Creek,	58,716 48	57,321 66	60,162 36	60,306 04	38,440 14
Sugar Run,	.....	9,456 67	14,998 96	12,469 35	8,759 50
Sunbury, Hazleton and Wilkes-Barre,	151,278 67	161,253 73	160,007 52	156,402 34	146,159 56
Sunbury and Lewistown,	113,540 24	141,737 29	115,967 56	130,181 12	138,652 64
Susquehanna and Buffalo,	3,910 17	10,829 08	8,276 54	8,316 98	4,969 70
Susquehanna and Clearfield,	14,670 20	14,679 42	15,690 93	19,416 81	21,142 55
Tamaqua, Hazleton and Northern,	17,592 73	11,688 91	11,058 57	1,758 22	4,382 65
Tiadaghton and Fahnestalk,	3,877 04	11,849 48	5,123 94	386 20	1,166 06
Tioga,	245,796 54	323,589 33	218,326 20	208,356 40	84,337 75
Tionesta Valley,	50,802 83	38,614 08	35,351 42	60,118 72	39,499 99
Tionesta Valley and Hickory Run,	.....	.....	.....	569 42	1,952 85
Tionesta Valley and Salmon Creek,	.....	.....	.....	989 33	3,668 17
Tipton,	8 00	221 65	220 84	691 90	94 32

Digitized by Google

Trout Run,	3,675 20				
Turtle Creek Valley,	421 30	583 39			
Trenton Delaware Bridge Company,					32,678 43
Trenton Cut-off,					10 00
Tuscarora Valley,				2,580 00	15,254 69
Tyrone and Clearfield,	52,500 00	64,166 66	54,166 67	55,275 33	56,704 20
Union,					21,785 21
Ursina and North Fork,	2,013 12	1,912 50	1,801 79	1,870 70	1,901 97
Valley,					5,319 70
Warren and Farnsworth,	5,563 16	9,380 82			
Waynesburg and Washington,	47,494 88	48,325 88	45,868 62	35,718 55	58,437 49
West Chester,	4,854 23	4,716 80	3,750 00	5,600 32	3,750 00
Western Maryland,	902,991 20	651,670 19	995,512 90	1,061,317 18	1,040,794 04
Western New York and Pennsylvania,	4,033,446 15	3,950,055 11	3,482,621 24	3,416,916 31	2,922,099 53
Western Pennsylvania,	246,608 84	262,928 19	236,021 12	273,588 94	
Wheeling, Pittsburgh and Baltimore,	1,474,673 27	894,873 63	780,396 27	832,931 30	953,351 27
Wilcox,					395,926 59
Wilcox and Rocky Run,		3,137 08			
Wilkes-Barre and Eastern,			155,125 07	412,453 51	391,447 86
Wilkes-Barre and Harvey's Lake,				25,581 40	
Wilkes-Barre and Scranton,	23,550 00	25,877 80	26,563 80		25,380 00
Wilkes-Barre and Western,	24,469 78				
Williamsport and North Branch,	69,127 37	90,764 64	125,646 27	151,317 51	120,456 62
Williams Valley,		17,456 29	18,656 06	20,698 13	20,759 82
Wilmington and Northern,	393,468 81	459,347 56	398,568 14	440,591 89	459,153 65
York Southern,				38,396 71	59,807 45
Total,	$276,748,992 26	$281,114,048 32	$252,530,197 30	$250,098,537 01	$267,526,465 98

Digitized by Google

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of Company.	1891-92.		1892-93.		1893-94.		1894-95.		1895-96.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,									2	
Allegheny and Kinzua,	1	3								
Allegheny and South Side,										3
Allegheny Valley,	23	77	25	94	8	24	10	65	15	66
Altoona and Wapsononock,										
Altoona and Philipsburg,									1	3
Baltimore and Cumberland Valley Extension,		2								
Baltimore and Harrisburg,		13	1	18		7	1	3	2	8
Baltimore and Lehigh,	1									
Baltimore and Philadelphia,							8	9	6	14
Bangor and Portland,	3							1		
Barclay Coal Company's Railroad,	1	1								
Bear Rock,			6	4						
Beaver and Ellwood,				1						
Beech Creek,	6	19	4	33	4	20	14	28	4	9
Berlin,						1				
Bloomsburg and Sullivan,						1				
Bradford, Bordell and Kinzua,	1	2				23		2		1
Brownstone and Middletown,							1			1
Buffalo, Rochester and Pittsburgh,	12	327	23	192	18	211	20	308	15	267
Buffalo and Susquehanna,							1	31	2	35
Catasauqua and Fogelsville,	1		1	2		2				1
Central Railroad Company of Pennsylvania,					1			3		
Chartiers,	8	32	5	33	2	14	8	41		
Chester and Delaware River,			1	18	1	8	1	6		7
Clarion River,	1									
Cleveland and Pittsburgh,	2	2	22	97	26	64	21	98		
Corning, Cowanesque and Antrim,	5	37								

Digitized by Google

Cornwall,									2	
Cornwall and Lebanon,		3		5		2	1	8	1	7
Confluence and Oakland,				1				1		2
Cumberland Valley,	4	2	4	3	4	7	4	11		8
Delaware and Hudson Canal Company's Railroad,	18	83	30	109	31	77	22	73	35	112
Delaware, Lackawanna and Western,	34	50	46	46	39	38	33	29	33	22
Delaware, Susquehanna and Schuylkill,	2	24	1	28	1	18	1	22	6	30
Dunkirk, Allegheny Valley and Pittsburgh,	2	13	1	23	1	12		7		20
East Broad Top,						3	2			2
Emporium and Rich Valley,				1				2		
Erie,									150	1,639
Erie and Pittsburgh,	2	27	3	34	2	11	6	21		
Fairmont, Morgantown and Pittsburgh,						5		8		11
Fall Brook,			3	21	1	17	3	26	4	38
Gettysburg and Harrisburg,			1	14		1	2	7	1	6
Hunter's Run and Slate Belt,										1
Huntingdon and Broad Top Mountain,	1	7	3	10	3	13	1	16	3	17
Ironton,									1	1
Junction,			6	18	1	3	3	4		
Ketners, St. Mary's and Shawmut,										1
Kinzua and Kane,	2			2			1	1		
Kinzua Valley,								4		
Lackawanna and Montrose,						1	2		1	
Lake Shore and Michigan Southern,	10	12	19	13	21	19	125	238	117	123
Lehigh and Lackawanna,		3	1				2			2
Lehigh and Susquehanna,	25	74	34	93	38	71	22	85	24	95
Lehigh Valley,	35	66			100	323	127	292	103	689
Ligonier Valley,	1						2			
Little Saw Mill Run,							1			
McKeesport Connecting,						1	1	6		6
Middletown and Hummelstown,				1	2	2		3		2
Monongahela Connecting,	1	5	2	4	3		1	1	2	2
Monongahela River and Street's Run,	1			1						
Montrose,								3		4
Mount Jewett, Kinzua and Ritersville,					1	5	1	1	2	1
Mt. Jewett and Smethport,						1				
Mount Penn Gravity,	1	4			1	5				
Mount Pleasant and Broadford,				2			1	4		
Neversink Mountain,		1								
New Castle and Beaver Valley,	1	9	1	18	3	18		24		
Newport and Sherman's Valley,		3			1					
New York, Lake Erie and Western,	16	135	17	205	17	88	14	93		

Digitized by Google

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

Name of Company.	1891-92.		1892-93.		1893-94.		1894-95.		1895-96.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
New York, Chicago and St. Louis,	4	22	3	37	1	20	33	477	29	446
New York, Susquehanna and Western,	4	10	5	27	10	20	11	13	9	7
North Bend and Kettle Creek,	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Northern Central,	25	290	40	367	20	145	12	105	20	169
North East Pennsylvania,	.....	.....	.....	6	.....	4	.....	2	.....	4
Ohio and Baltimore Short Line,	.....	.....	.....	.....	.....	1	.....	2	.....	4
Ohio Connecting,	.....	1	.....	4	.....	.....	.....	.....	.....	.....
Pennsylvania,	520	3,995	626	4,349	469	3,305	489	3,948	522	4,069
Pennsylvania Company,	.....	.....	.....	.....	.....	.....	.....	.....	113	1,565
Pennsylvania, Poughkeepsie and Boston,	1	6	5	10	.....	.....	.....	4	.....	.....
Pennsylvania and Northwestern,	6	26	7	21	.....	18	1	10	1	11
Penn Gas Coal Company's Railroad,	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Perkiomen,	3	10	.....	5	.....	2	.....	2	2	3
Philadelphia and Chester Valley,	.....	.....	.....	2	.....	5	.....	3	.....	5
Philadelphia, Newtown and New York,	.....	4	.....	2	2	3	.....	.....	1	.....
Philadelphia and Reading,	249	434	305	1,272	188	999	188	1,292	167	1,355
Philadelphia, Wilmington and Baltimore,	85	341	104	328	67	190	64	225	68	243
Pine Creek,	2	22	3	13	2	11	2	17	.....	.....
Pittsburgh and Castle Shannon,	1	.....	1	2	.....	4	.....	2	.....	.....
Pittsburgh, Chartiers and Youghiogheny,	2	8	3	3	3	11	.....	7	1	5
Pittsburgh, Cincinnati, Chicago and St. Louis,	205	1,731	160	1,824	120	1,591	123	1,687	125	2,374
Pittsburgh and Connellsville,	48	120	61	343	33	244	50	429	53	442
Pittsburgh, Fort Wayne and Chicago,	30	324	122	846	93	588	56	430	.....	.....
Pittsburgh Junction,	1	18	2	23	3	12	4	13	1	26
Pittsburgh and Lake Erie,	34	129	44	76	1	68	26	53	40	71
Pittsburgh, Marion and Chicago,	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Pittsburgh, Shenango and Lake Erie,	2	12	11	13	3	16	.....	27	3	36
Pittsburgh and Western,	12	41	8	38	4	35	4	43	5	43

Digitized by Google

Pittsburgh, Youngstown and Ashtabula,	2	14	6	71	5	34	8	65		
Reading and Columbia,	3	7	5	7		3		11		8
Reynoldsville and Falls Creek,	1	4		1						
Rupert and Bloomsburg,								3		2
Salisbury,				4	1	2		1		4
Schuylkill River, East Side,								16	4	28
Sharpsville,										1
Slackwater Connecting,			1							
Slate Run,		1		3						
Somerset County,	1	1								
Somerset and Cambria,			2	7	1	3				7
State Line,				1						
Stony Creek,		1			1	2			1	3
Sugar Run,			1	3						1
Tamaqua, Hazleton and Northern,				1		1				
Tladaghton and Fahnestalk,		1								
Tioga,	2	16		6	1	13	1	3		1
Tionesta Valley,								1		
Tionesta Valley and Hickory Run,							1			
Tuscarora Valley,									2	
Waynesburg and Washington,		1								1
Western Maryland,	8	13	11	17	6	29	3	14	5	23
Western New York and Pennsylvania,	11	159	11	202	39	129	20	82	10	100
Wheeling, Pittsburgh and Baltimore,	5	12	6	22	11	19	9	24	16	108
Wilkes-Barre and Eastern,							2	2		4
Williamsport and North Branch,	1	1		5	2	6				
Williams Valley,							1			
Wilmington and Northern,		8	2	12	3	19	1	13	5	18
York Southern,				1			1			
Total,	1,489	8,820	1,828	11,122	1,419	8,669	1,583	10,607	1,735	14,446

Digitized by Google

Digitized by Google

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

Digitized by Google

TABLE A.—STOCK AND DEBT.

Name of Company.	Capital stock outstanding.	Funded debt, amount outstanding.	Current liabilities.	Total capitalization and current liabilities.	Stocks and bonds owned.
Allegheny Traction,	$500,000 00	.....	$750,000 00	$1,260,000 00	$750,000 00
Allentown,	200,000 00	200 000 00	.....	400 000 00	.....
Allentown and Bethlehem Rapid Transit,	1,400,000 00	700,000 00	.....	2,100,000 00	.....
Allentown and Lehigh Valley Traction,	1,500,000 00	1,170,000 00	978,258 00	3,648,258 00	1,940,846 00
Altoona and Logan Valley,	377,850 00	485,000 00	59,681 00	922,531 00	323,116 00
Ashland, Locust Dale and Centralia,	60,000 00	.....	.....	60,000 00	.....
Aspinwall,	12,000 00	.....	.....	12 000 00	.....
Beaver Valley,	60,000 00	.....	.....	60,000 00	.....
Beaver Valley Traction,	300,000 00	183 000 00	57,173 00	540,173 00	.....
Bellefield, a	.....	.....	.....	.....	.....
Bethlehem and Allentown,	100,000 00	100,000 00	.....	200 000 00	.....
Bethlehem and South Bethlehem,	200,000 00	200,000 00	.....	400,000 00	.....
Bloomfield, a	.....	250,000 00	.....	250,000 00	.....
Braddock Electric,	109,700 00	41,000 00	17,064 00	167,764 00	.....
Catasauqua and Northern,	50,000 00	.....	.....	50,000 00	.....
Catharine and Bainbridge Streets,	400,000 00	150,000 00	231,698 00	781 698 00	.....
Carbon County,	60,000 00	28,000 00	34,015 00	122,015 00	.....
Carbondale Traction Company,	450 000 00	150,000 00	18 447 00	618,447 00	.....
Centennial,	1,500 00	.....	11,066 00	12,566 00	.....
Central, Pittsburg, b	125,000 00	.....	.....	125 000 00	.....
Central, Beaver Falls,	60 000 00	.....	.....	60 000 00	.....
Central Traction,	899 642 00	500,000 00	134 00	1 399,776 00	.....
Chelton Avenue,	3,900 00	.....	93,756 00	97,656 00	.....
Chester,	150,000 00	.....	250 00	150,250 00	.....

Digitized by Google

Chester, Darby and Philadelphia,	100,000 00	125,000 00	250 00	225,250 00	.....
Chester and Media,	100,000 00	100,000 00	250 00	200,250 00	.....
Chester Traction,	500,000 00	250,000 00	58,812 00	808,812 00	.....
Citizens', Clearfield and Camtria,	600 00	.....	29,403 00	30,003 00	.....
Citizens', Harrisburg,	235,000 00	75,000 00	55,000 00	365,000 00	.....
Citizens', Norristown,	79,500 00	80,000 00	3,381 00	162,881 00	.....
Citizens', Philadelphia,	500,000 00	.....	.....	500,000 00	.....
Citizens', Pittsburgh,	200,000 00	.....	.....	200,000 00	.....
Citizens' Traction, Pittsburgh,	3,000,000 00	1,500,000 00	145,946 00	4,645,946 00	2,042,664 00
Citizens', East End,	1,500 00	.....	53,507 00	55,007 00	.....
City, Altoona,	200,000 00	50,000 00	9,264 00	259,264 00	.....
Coalville,	62,400 00	12,000 00	.....	74,400 00	.....
College and Grand View,	15,000 00	.....	1,000 00	16,000 00	.....
Connellsville, New Haven and Leisenring,	70,000 00	21,000 00	28,828 00	119,828 00	.....
Consolidated Traction Company,	30,000,000 00	.....	.....	30,000,000 00	.....
Conshohocken,	145,900 00	100,000 00	6,182 00	252,082 00	.....
Continental,	580,000 00	350,000 00	672,567 00	1,602,567 00	600,000 00
Cumberland Valley Traction,	338,100 00	52,000 00	.....	390,100 00	.....
Delaware County and Philadelphia,	293,000 00	64,000 00	11,190 00	368,190 00	.....
Du Bois Traction,	50,000 00	40,000 00	4,800 00	94,800 00	.....
Duquesne Traction,	3,000,000 00	1,500,000 00	.....	4,500,000 00	.....
East End,	18,000 00	14,500 00	9,926 00	42,426 00	.....
East Harrisburg,	700,000 00	.....	.....	700,000 00	.....
East Reading,	100,000 00	.....	4,245 00	104,245 00	.....
Easton and Bethlehem Transit Company,	125,000 00	60,000 00	1,461 00	186,461 00	.....
Easton Transit Company,	300,000 00	367,000 00	96,476 00	703,476 00	6,285 00
Electric Traction,	8,297,920 00	282,100 00	142,119 00	8,722,139 00	.....
Empire,	600,000 00	200,000 00	708,615 00	1,508,615 00	.....
Erie City,	100,000 00	25,000 00	.....	125,000 00	.....
Erie City Motor,	700,000 00	350,000 00	123,393 00	1,173,393 00	300,000 00
Federal Street and Pleasant Valley,	1,400,000 00	1,250,000 00	129,527 00	2,779,527 00	.....
Fort Pitt,	300,000 00	.....	.....	300,000 00	.....
Fort Pitt Traction,	3,000,000 00	938,000 00	.....	3,938,000 00	.....
Frankford and Southwark,	1,875,000 00	.....	150,419 00	2,025,419 00	42,965 00
Franklin Electric,	60,000 00	2,000 00	.....	62,000 00	.....
Gettysburg,	100,000 00	200,000 00	8,018 00	308,018 00	.....
Germantown,	1,500,000 00	227,500 00	100,708 00	1,828,208 00	.....
Girard Avenue,	500 00	.....	.....	500 00	.....
Glenwood and Dravosburg,	54,000 00	.....	.....	54,000 00	.....
Greensburg and Hempfield,	59,250 00	59,250 00	23,031 00	141,531 00	.....
Greensburg, Jeanette and Pittsburgh,	187,500 00	187,500 00	1,550 00	376,550 00	.....
Green and Coates Streets,	150,000 00	.....	1,910 00	151,910 00	.....

Digitized by Google

TABLE A.—STOCK AND DEBT—Continued.

Name of Company.	Capital stock outstanding.	Funded debt, amount outstanding.	Current liabilities.	Total capitalization and current liabilities.	Stocks and bonds owned.
Gross Street,	$100,000 00	.....	.....	$100,000 00	.....
Hanover and McSherrytown,	30,000 00	.....	$5,900 00	35,900 00	.....
Harrisburg City,	125 000 00	.....	.....	125,000 00	$1,200 00
Harrisburg and Mechanicsburg,	127,500 00	$141,600 00	.....	269,100 00	.....
Harrisburg Traction,	1,870,000 00	.....	76,519 00	1,946,519 00	1,870,000 00
Hestonville, Mantua and Fairmount,	2,500,000 00	1,250,000 00	141,231 00	3,891,231 00	20,000 00
Highland Park, Pittsburgh,	300,000 00	.....	.....	300,000 00	.....
Holmesburg, Tacony and Frankford,	400,000 00	400 000 00	47,455 00	847,455 00	.....
Homestead and Highlands,	200,000 00	20,000 00	179,520 00	399 520 00	.....
Huntingdon Street Connecting,	6,000 00	.....	21,740 00	27,740 00	.....
Johnstown,	210,200 00	250,000 00	64,701 00	524,901 00	.....
Kessler Street Connecting,	5,000 00	.....	20,080 00	25,080 00	.....
Lancaster and Columbia,	37,500 00	225,000 00	.....	262,500 00	.....
Lebanon and Myerstown,	76,650 00	.....	3,000 00	79,650 00	.....
Lebanon and Annville,	100 000 00	100,000 00	4,000 00	204,000 00	.....
Lehigh Avenue,	1 000,000 00	.....	12,138 00	1,012 138 00	.....
Lehigh Traction, Hazleton,	1,000,000 00	585,000 00	140,566 00	1,725,566 00	.....
Lehigh Traction, Allentown,	75,000 00	.....	.....	75,000 00	.....
Lock Haven,	100,000 00	.....	.....	100,000 00	.....
Lock Haven Traction,	300,000 00	150,000 00	26 448 00	476,448 00	.....
McKeesport, Duquesne and Wilmerding,	350,000 00	350,000 00	.....	700,000 00	.....
McKeesport and Reynolton,	267 500 00	.....	.....	267,500 00	.....
Mahanoy City, Shenandoah, Girardsville and Ashland,	300 000 00	.....	.....	300,000 00	.....
Marshall Street,	25,000 00	.....	28,655 00	53,655 00	.....

Digitized by Google

Middletown, Highspire and Steelton,	100,000 00		4,500 00	104,500 00	
Millvale, Etna and Sharpsburg,	750,000 00	750,000 00		1,500,000 00	
Millvale,	5,000 00		3,587 00	8,587 00	
Monongahela,	15,000 00		1,030 00	16,030 00	
Nanticoke,	200 00			200 00	
Negley, Street,	100,000 00			100,000 00	
New Castle,	40,000 00		23,839 00	63,839 00	
Newtown, Langhorne and Bristol,	10,000 00	10,000 00		20,000 00	
Northern, Philadelphia,	1,500 00		20,280 00	21,780 00	
Norristown,	75,000 00	75,000 00	9,137 00	159,137 00	
Oil City,	90,000 00	25,000 00	7,643 00	122,643 00	
Patterson Heights,	6,000 00		2,140 00	8,140 00	
Penn Street,	500,000 00			500,000 00	
Pennsylvania Motor Company,	120,000 00	60,000 00	28,459 00	208,459 00	
Pennsylvania Traction,	8,751,600 00	1,820,300 00		10,571,900 00	
Peoples', Beaver Falls,	150,000 00	50,000 00	23,604 00	223,604 00	
Peoples', Philadelphia,	2,075,000 00	1,075,000 00	77,818 00	3,227,818 00	484,332 00
Peoples', Scranton,	600,000 00	300,000 00		900,000 00	
Peoples', Nanticoke and Newport,	100,000 00	80,000 00	21,522 00	201,522 00	
Philadelphia, Cheltenham and Jenkintown,	6,000 00		1,017,869 00	1,023,869 00	
Philadelphia City,	475,000 00	300,000 00	1,111 00	776,111 00	
Philadelphia and Darby,	200,000 00	100,000 00		300,000 00	
Philadelphia and Gray's Ferry,	309,707 00			309,707 00	
Philadelphia Traction,	20,000,000 00	1,030,940 00	3,835,963 00	24,866,903 00	5,106,155 00
Philadelphia and West Chester Traction,	329,700 00		86,919 00	416,619 00	78,825 00
Pittsburgh, Allegheny and Manchester,	350,000 00			350,000 00	
Pittsburgh, Allegheny and Manchester Traction,	3,000,000 00	1,400,000 00	313,486 00	4,713,486 00	3,017,522 00
Pittsburgh and Birmingham Traction,	3,000,000 00	1,500,000 00	165,349 00	4,665,349 00	703,550 00
Pittsburgh, Crafton and Mansfield,	500,000 00	250,000 00	4 00	750,004 00	
Pittsburgh, Glenwood and Homestead,	20,000 00			20,000 00	
Pittsburgh, Neville Island and Coraopolis,	89,645 00	100,000 00	18,984 00	208,629 00	19,500 00
Pittsburgh, Oakland and East Liberty,	150,000 00	7,000 00		157,000 00	
Pittsburgh Traction,	2,500,000 00	1,007,030 00	689,392 00	4,196,392 00	1,029,000 00
Pittsburgh Union,	82,755 00	100,000 00		182,755 00	
Pittsburgh and West End,	1,500,000 00	500,000 00	50,000 00	2,050,000 00	
Pittston, Moosic and Pleasant Valley,	1,400 00			1,400 00	
Pittston Street Car,	200,000 00	200,000 00		400,000 00	
Plymouth,	400 00			400 00	
Pottstown,	62,000 00	39,500 00	5,179 00	106,679 00	
Punxsutawney,	18,000 00	14,000 00	4,790 00	36,790 00	
Reading City,	350,000 00	118,200 00	6,200 00	474,400 00	
Reading and South Western,	130,000 00			130,000 00	

Digitized by Google

TABLE A.—STOCK AND DEBT—Continued.

Name of Company.	Capital stock outstanding.	Funded debt, amount outstanding.	Current liabilities.	Total capitalization and current liabilities.	Stocks and bonds owned.
Reading and Temple,	$43,200 00	$43,500 00	.....	$86,700 00	.....
Reading Traction,	1,000,000 00	445,000 00	$210,746 00	1,655,746 00	$199,860 00
Reading and Womelsdorf,	500,000 00	313,000 00	112 00	813,112 00	.....
Ridge Avenue,	420,000 00	.....	139,791 00	559,791 00	.....
Ridge Avenue Connecting,	6,000 00	.....	9,300 00	15,300 00	.....
Ringing Rocks,	50,000 00	54,000 00	5,292 00	109,292 00	.....
Roxborough, Chestnut Hill and Norristown,	198,400 00	371,000 00	12,338 00	581,738 00	.....
Saint Clair Incline,	150,000 00	75,000 00	525 00	225,525 00	.....
Schenley Park and Highlands,	100,000 00	100,000 00	46,428 00	246,428 00	.....
Schuylkill Electric,	650,000 00	500,000 00	21,129 00	1,171,129 00	.....
Schuylkill River,	450 00	.....	.....	450 00	.....
Schuylkill Traction,	1,000,000 00	500,000 00	.....	1,500,000 00	.....
Schuylkill Valley Traction,	500,000 00	45,000 00	89,978 00	634,978 00	.....
Scranton,	50,000 00	100,000 00	.....	150,000 00	.....
Scranton and Carbondale Traction,	500,000 00	150,000 00	.....	650,000 00	.....
Scranton and Pittston Traction,	550,000 00	243,000 00	.....	793,000 00	.....
Scranton Suburban,	100,000 00	200,000 00	.....	300,000 00	.....
Scranton Traction,	2,000,000 00	1,000,000 00	399,147 00	3,399,147 00	.....
Second Avenue, c	502,850 00	.....	.....	502,850 00	.....
Second Avenue Traction, d,	900,000 00	.....	.....	900,000 00	.....
Second and Third Streets,	1,060,200 00	.....	308,584 00	1,368,784 00	.....
Seventeenth and Nineteenth Streets,	250,000 00	100,000 00	554,288 00	904,288 00	.....
Shamokin,	53,400 00	30,000 00	10,596 00	93,996 00	4,400 00
Shamokin and Mt. Carmel,	500,000 00	500,000 00	22,752 00	1,022,752 00	.....

Digitized by Google

South Side, Pittsburgh,	40 550 00	19,000 00	.....	59,550 00	.....
South Side, Williamsport,	25,000 00	25,000 00	3,250 00	53,250 00	.....
Stroudsburg,	46,100 00	.....	196 00	46,296 00	.....
Suburban Rapid Transit,	122,000 00	193,000 00	5 693 00	320,691 00	.....
Sunbury and Northumberland,	125,000 00	65,000 00	8,561 00	198,561 00	.....
Tamaqua and Pottsville,	60,000 00	60,000 00	.....	120 000 00	.....
Tarentum Traction,	50,000 00	100 0 0 00	4 103 00	154,103 00	422 00
Thirteenth and Fifteenth Streets,	334,529 00	590,000 00	.....	924,529 00	.....
The Second Avenue Traction,	5,000,000 00	2,470,000 00	178 461 00	7 648,464 00	7,336,685 00
Twenty-second Street and Allegheny Avenue, Philadelphia,	500,000 00	700,000 00	67,500 00	1,267,500 00	.....
Union, Chester,	100,000 00	200,000 00	.....	300,000 00	.....
Union, Philadelphia,	925,000 00	750,000 00	6 688,633 00	8,363,633 00	.....
Uniontown,	50,000 00	50,000 00	.....	100,000 00	.....
Union Traction of Philadelphia,	5 986,095 00	.....	1,756,063 00	7,742,158 00	957,273 00
United Traction of Reading,	300,000 00	149,900 00	68,934 00	518 834 00	249,792 00
Valley, Scranton,	400,000 00	.....	.....	400,000 00	.....
Valley, Sharon,	150,000 00	75,000 00	.....	225,000 00	.....
Vallamont Traction,	101,700 00	100,000 00	12 361 00	214,061 00	.....
Versailles Traction,	9,000 00	.....	45,700 00	54,700 00	.....
Walnut Street Connecting,	50,000 00	.....	99,700 00	149 700 00	.....
Warren,	25,000 00	18,000 00	794 00	43,794 00	.....
Washington,	125,000 00	.....	1,583 00	126,583 00	.....
Waverly, Sayre and Athens Traction,	200,000 00	150,000 00	.....	350,000 00	.....
West Chester,	60,000 00	34,000 00	15 433 00	109,433 00	.....
West Philadelphia,	750,000 00	996,000 00	2,443,145 00	4,189,145 00	.....
West Pittston and Wyoming,	1,000 00	.....	.....	1,000 00	.....
White Electric Traction,	60,000 00	35,000 00	.....	95,000 00	.....
Wilkes-Barre and East Side,	150,000 00	150,000 00	.....	300,000 00	.....
Wilkes-Barre and Kingston,	100 000 00	92,000 00	.....	192,000 00	.....
Wilkes-Barre and Suburban,	100,000 00	40,000 00	.....	140,000 00	.....
Wilkes-Barre and Wyoming Valley Traction,	4,832,800 00	1 825,000 00	308,790 00	6,966,590 00	.....
Wilkes-Barre and West Side,	100,000 00	35,000 00	.....	135,000 00	.....
Williamsport,	338,550 00	163,000 00	30,969 00	532,519 00	.....
Wissahickon,	118,650 00	.....	25,898 00	144,548 00	.....
York,	165,800 00	120,000 00	5 115 00	290,915 00	.....
Total,	$154,973,293 00	$41,036,790 00	$25,638,969 00	$221,649,052 00	$27,184,412 00

a No stock issued.
b $125 000 bonded indebtedness included in report of Central Traction Co.
c $200,000 bonded indebtedness included in report of The Second Avenue Traction Co.
d $500,000 bonded indebtedness included in report of The Second Avenue Traction Co.

Digitized by Google

TABLE B.—COST OF ROAD AND EQUIPMENT

Name of Company.	Total cost of road.	Total cost of equipment	Total cost of road and equipment.
Allegheny Traction,	$328,011 84	$42,220 94	$370,232 78
Allentown, b,			
Allentown and Bethlehem Rapid Transit, b,			
Allentown and Lehigh Valley Traction, a,	1,622,824 58		1,622,824 58
Altoona and Logan Valley,	484,401 78	118,111 77	602,513 55
Ashland, Locust Dale and Centralia, b,			
Aspinwall, b,			
Beaver Valley, b,			
Beaver Valley Traction,	525,526 00	45,703 32	571,229 32
Bellefield, b			
Bethlehem and Allentown, b,			
Bethlehem and South Bethlehem, b,			
Bloomfield,	86,911 17		86,911 17
Braddock Electric, a,	159,200 70		159,200 70
Catasauqua and Northern, b,			
Catharine and Bainbridge Streets,	724,586 64		724,586 64
Carbon County,	64,238 71	34,000 59	98,239 30
Carbondale Traction Company, a,	914,480 00		914,480 00
Centennial,	12,699 00		12,699 00
Central, Beaver Falls, b,			
Central Pittsburgh, b,			
Central Traction, a,	1,327,708 85		1,327,708 85
Chelton Avenue, a,	68,756 75	23,968 21	92,724 96

Digitized by Google

Chester, b,			
Chester, Darby and Philadelphia, b,			
Chester and Media, b,			
Chester Traction,	613,312 93	30,978 77	644,291 70
Citizens' Clearfield and Cambria,	30,003 00		30,003 00
Citizens', Harrisburg, b,			
Citizens', Norristown,	162,901 89		162,901 88
Citizens', Philadelphia,	500,000 00		500,000 00
Citizens' Traction, Pittsburgh,	2,543,432 38	190,661 64	2,734,094 02
Citizens', East End,	55,007 00		55,007 00
City, Altoona, a,	272,590 65		272,590 65
Coalville, b,			
College and Grand View,	10,888 00	5,112 00	16,000 00
Connellsville, New Haven and Leisenring,	85,385 30	33,022 05	118,407 35
Consolidated Traction Company,	8,000 00		8,000 00
Conshohocken,	252,082 94		252,082 94
Continental,	866,042 62	103,644 89	969,687 51
Cumberland Valley Traction,	372,609 35	17,490 65	390,100 00
Delaware County and Philadelphia,	277,830 93	89,486 00	367,316 93
Du Bois Traction,	24,804 53	31,000 00	55,804 53
Duquesne Traction,	3,964,486 83	540,717 40	4,505,204 23
East End,	26,015 60	6,616 03	32,631 63
East Harrisburg, b,			
East Reading,	100,000 00		100,000 00
Easton and Bethlehem Transit Company,	179,047 14	7,414 13	186,461 27
Easton Transit Company,	594,055 07	87,781 58	681,836 65
Electric Traction, a,	7,787,713 30		7,787,713 30
Empire,	1,639,911 31		1,639,911 31
Erie City, b,			
Erie City Motor,	533,914 11	302,492 93	836,407 04
Federal Street and Pleasant Valley,	1,291,630 42	564,391 07	1,856,021 49
Fort Pitt,	300,000 00		300,000 00
Fort Pitt Traction,	2,900,000 00	144,950 00	3,044,950 00
Franklin Electric,	1,224,241 19	582,560 40	1,806,801 59
Frankford and Southwark,	81,266 23	2,500 00	83,766 23
Gettysburg,	161,232 06	78,354 42	239,586 48
Germantown,	950,782 56		950,782 56
Girard Avenue, b,			
Glenwood and Dravosburg, b,			
Greensburg, Jeanette and Pittsburgh,	314,500 00	60,500 00	375,000 00
Green and Coates Streets, b,			

Digitized by Google

TABLE B.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of road.	Total cost of equipment.	Total cost of road and equipment.
Gross Street,	$100,000 00	.....	$100,000 00
Hanover and McSherrytown,	26,579 84	$8,237 00	34,816 84
Harrisburg City,	125,000 00	.....	125,000 00
Harrisburg and Mechanicsburg,	255,616 00	13,484 00	269,100 00
Harrisburg Traction, a,	1,889,625 35	.....	1,889,625 35
Hestonville, Mantua and Fairmount,	1,332,009 21	551,457 53	1,883,466 74
Highland Park, Pittsburgh,	300,000 00	.....	300,000 00
Holmesburg, Tacony and Frankford,	582,648 25	188,108 23	770,756 48
Homestead and Highlands,	284,328 18	90,711 52	375,039 70
Huntingdon Street Connecting,	27,718 00	.....	27,718 00
Johnstown,	397,298 16	144,092 52	541,390 68
Kessler Street Connecting,	24,915 31	.....	24,915 31
Lancaster and Columbia,	262,500 00	.....	262,500 00
Lebanon and Annville,	158,332 03	50,167 73	208,499 76
Lebanon and Myerstown,	70,613 85	7,784 80	78,398 65
Lehigh Avenue,	476 050 50	34,673 87	510,724 37
Lehigh Traction, Hazleton,	557,570 16	192,223 20	749,793 36
Lehigh Traction, Allentown, b,	.....	.....	.....
Lock Haven, b,	.....	.....	.....
Lock Haven Traction, a,	476,434 42	.....	476,434 42
McKeesport, Duquesne and Wilmerding, a,	653,872 84	.....	653,872 84
McKeesport and Reynolton, b,	.....	.....	.....
Mahanoy City, Shenandoah, Girardsville and Ashland, b,	.....	.....	.....

Digitized by Google

Marshall Street,	53,655 31		53,655 31
Middletown, Highspire and Steelton, a,	83,537 21		83,537 21
Millvale, Etna and Sharpsburg, b,			
Millvale,	1,192 59	3,334 69	4,527 28
Monongahela,	14,180 39	1,850 20	16,030 59
Nanticoke, b,			
Negley Street,	100,000 00		100,000 00
New Castle,	46,403 74	17,439 72	63,843 46
Newtown, Langhorne and Bristol,	20,000 00	4,975 00	24,975 00
Northern, Philadelphia,	18,346 26	3,496 98	21,843 24
Norristown,	159,137 64		159,137 64
Oil City,	65,159 57	23,800 11	88,959 68
Patterson Heights,	8,216 49		8,216 49
Penn Street, b,			
Pennsylvania Motor Company,	190,459 13	18,000 00	208,459 13
Pennsylvania Traction,	8,168,925 00	2,722,975 00	10,891,900 00
Peoples', Beaver Falls, a,	218,071 47		218,071 47
Peoples', Philade'ph'a,	4,553,737 70	2,276,687 41	6,830,425 11
Peoples', Scranton,	637,506 95	116,334 82	753,841 77
Peoples', Nanticoke and Newport,	151,730 00	40,000 00	191,730 00
Philadelphia, Cheltenham and Jenkintown,	972,220 16		972,220 16
Philadelphia City,	650,748 38	225,094 50	875,842 88
Philadelphia and Darby, a,	300,000 00		300,000 00
Philadelphia and Gray's Ferry, b,			
Philadelphia Traction,	773,067 51	3,357,400 04	4,130,467 55
Philadelphia and West Chester Traction,	210,151 96	68,135 02	278,286 98
Pittsburgh, Allegheny and Manchester, b,			
Pittsburgh, Allegheny and Manchester Traction,	1,080,010 26	516,293 47	1,596,303 73
Pittsburgh and Birmingham Traction,	1,372,287 73	266,000 00	1,638,287 73
Pittsburgh, Crafton and Mansfield, a,	750,000 00		750,000 00
Pittsburgh, Glenwood and Homestead, b,			
Pittsburgh, Neville Island and Coraopolis,	152,023 26	31,149 63	183,172 89
Pittsburgh, Oakland and East Liberty,	129,349 10	60,758 73	190,107 83
Pittsburgh Traction,	1,521,433 15	202,518 95	1,723,952 10
Pittsburgh Union, b,			
Pittsburgh and West End,	541,443 55	164,256 32	705,699 87
Pittston, Moosic and Pleasant Valley, b,			
Pittston Street Car, b,			
Plymouth, b,			
Pottstown,	125,596 27	29,594 07	155,190 34
Punxsutawney, a,	36,990 42		36,990 42

Digitized by Google

TABLE B.—COST OF ROAD AND EQUIPMENT—Continued.

Name of Company.	Total cost of road.	Total cost of equipment.	Total cost of road and equipment.
Reading City,	$491,753 17	.....	$491,753 17
Reading and South Western,	174,669 75	.....	174,669 75
Reading and Temple,	54,942 12	$31,755 84	86,697 96
Reading Traction,	203,756 05	175,734 76	379,490 81
Reading and Womelsdorf,	813,000 00	.....	813,000 00
Ridge Avenue,	484,811 00	100,000 00	584,811 00
Ridge Avenue Connecting,	15,237 00	.....	15,237 00
Ringing Rocks,	74,646 07	36,613 46	111,259 53
Roxborough Chestnut Hill and Norristown,	449,802 10	123,973 84	573,775 94
Saint Clair Incline, a,	225,000 00	.....	225,000 00
Schenley Park and Highlands,	219,724 39	17,315 04	237,039 43
Schuylkill Electric, a,	150,743 35	.....	150,743 35
Schuylkill River, b,	.....	.....	.....
Schuylkill Traction,	1,075,000 00	425,000 00	1,500,000 00
Schuylkill Valley Traction,	72,398 54	77,000 00	149,398 54
Scranton, a,	150,000 00	.....	150,000 00
Scranton and Carbondale Traction,	614,000 00	.....	614,000 00
Scranton and Pittston Traction,	297,707 26	.....	297,707 26
Scranton Suburban, b,	.....	.....	.....
Scranton Traction,	2,794,492 56	217,291 82	3,011,784 38
Second Avenue, b,	.....	.....	.....
Second Avenue Traction, b,	.....	.....	.....
Seventeenth and Nineteenth Streets,	864,360 47	39,928 50	904,288 97
Shamokin,	39,230 11	55,162 15	94,392 26

Digitized by Google

Shamokin and Mt. Carmel,	711,552 01	302,325 00	1,013,877 01
South Side, Pittsburgh,	51,384 06	30,467 07	81,851 13
South Side, Williamsport,	50,000 00	.....	50,000 00
Stroudsburg,	36,954 00	9,450 00	46,404 00
Suburban Rapid Transit,	218,116 92	96,471 22	314,588 14
Sunbury and Northumberland,	140,326 05	36,865 39	177,191 44
Tamaqua and Pottsville,	120,000 00	.....	120,000 00
Tarentum Traction,	121,685 83	18,538 27	140,224 10
Thirteenth and Fifteenth Streets,	1,074,575 84	.....	1,074,575 84
The Second Avenue Traction,	233,923 10	125,108 27	359,031 37
Twenty-second Street and Allegheny Avenue, Phila.,	1,264,867 22	.....	1,264,867 22
Union, Chester, b	.....	.....	.....
Union, Philadelphia,	8,492,123 12	475,606 22	8,967,729 34
Uniontown,	38,000 00	60,000 00	98,000 00
Union Traction of Philadelphia,	542,992 84	340,671 05	883,663 89
United Traction of Reading,	86,693 86	5,716 17	92,410 03
Valley, Scranton, b,	.....	.....	.....
Valley, Sharon, a	225,000 00	.....	225,000 00
Vallamont Traction,	189,603 12	15,000 00	204,603 12
Versailles Traction,	40,729 62	15,046 15	55,775 77
Walnut Street Connecting,	149,378 45	.....	149,378 45
Warren,	27,876 58	15,930 06	43,806 64
Washington,	91,211 86	37,121 55	128,333 41
Waverly, Sayre and Athens Traction,	115,957 30	56,620 32	172,577 62
West Chester,	92,382 37	28,680 44	121,062 81
West Philadelphia,	1,982,036 12	.....	1,982,036 12
West Pittston and Wyoming, b,	.....	.....	.....
White Electric Traction,	374 32	901 50	1,275 82
Wilkes-Barre and East Side, b,	.....	.....	.....
Wilkes-Barre and Kingston, b,	.....	.....	.....
Wilkes-Barre and Suburban, b,	.....	.....	.....
Wilkes-Barre and Wyoming Valley Traction,	6,692,492 53	203,500 00	6,895,992 53
Wilkes-Barre and West Side, b,	.....	.....	.....
Williamsport,	457,736 86	71,580 15	529,317 01
Wissahickon,	108,795 97	38,974 48	147,770 45
York,	170,213 51	89,488 42	259,701 93
Total,	$98,341,984 06	$17,948,550 99	$116,290,535 05

a. This includes cost of equipment.
b. Included in report of lessee company

Digitized by Google

TABLE C.—INCOME.

Name of Company.	Gross earnings from operations.	Income from other sources.	Total income.
Allegheny Traction, a,	$116 640 47	$10,859 92	$127,500 39
Allentown and Lehigh Valley Traction,	230,403 35	8,049 53	238,452 88
Altoona and Logan Valley,	92,903 80	504 32	93,408 12
Ashland, Locust Dale and Centralia,	.....	100 00	100 00
Beaver Valley Traction,	64,903 05	1,429 55	66,332 60
Braddock Electric,	644 85	.....	644 85
Catharine and Bainbridge Streets,	.....	17,000 00	17,000 00
Carbon County,	16,878 50	.....	16,878 50
Carbondale Traction Company,	18,243 94	.....	18,243 94
Central Traction,	131,953 90	.....	131,953 90
Chester,	.....	15 200 00	15,200 00
Chester, Darby and Philadelphia,	.....	13,450 00	13,450 00
Chester and Media,	.....	11,200 00	11,200 00
Chester Traction,	212,897 98	4,629 00	217,526 98
Citizens', Philadelphia,	.....	125,000 00	125,000 00
Citizens' Traction, Pittsburgh,	680,702 89	4,679 66	685,382 55
City, Altoona,	62,985 40	625 00	63,610 40
College and Grand View,	2,224 90	52 50	2 277 40
Connellsville, New Haven and Leisenring,	17,384 20	.....	17,384 20
Continental,	.....	120,000 00	120,000 00
Cumberland Valley Traction,	4,153 52	.....	4,153 52
Delaware County and Philadelphia,	61,324 69	173 07	61,497 76
Du Bois Traction,	5,681 18	497 18	6,178 36
Duquesne Traction,	449,893 47	17,019 90	466 913 37

Digitized by Google

East End,	4,319 52	.....	4,319 52
East Reading,	.....	6,810 88	6,810 88
Easton Transit Company,	127,693 05	1,266 91	128,959 96
Electric Traction,	2,496,164 60	75,538 96	2,571,703 56
Empire,	.....	1 294,569 93	1,294,569 93
Erie City Motor,	158,639 30	502 77	159 142 07
Federal Street and Pleasant Valley,	443,083 13	39 90	443 123 03
Frankford and Southwark,	.....	493,416 52	493,416 52
Franklin Electric,	13,834 26	.....	13,834 26
Gettysburg,	3,521 39	.....	3,521 39
Germantown,	.....	165,705 43	165,705 43
Greensburg and Hempfield,	8 879 23	170 00	9,049 23
Greensburg, Jeanette and Pittsburgh,	13,026 48	240 00	13,266 48
Hanover and McSherrytown,	6,706 49	.....	6,706 49
Harrisburg City,	.....	15,750 00	15,750 00
Harrisburg and Mechanicsburg,	15,621 56	.....	15,621 56
Harrisburg Traction,	240,647 29	2,557 79	243,205 08
Hestonville, Mantua and Fairmount,	549,673 82	27,239 02	576,912 84
Holmesburg, Tacony and Frankford,	59,567 19	.....	59,567 19
Homestead and Highlands,	17,947 13	.....	17,947 13
Huntingdon Street Connecting,	.....	457 50	457 50
Johnstown,	104,428 30	.....	104,428 30
Kessler Street Connecting,	.....	550 00	550 00
Lancaster and Columbia,	.....	22,500 00	22,500 00
Lebanon and Annville,	43,865 62	768 35	44,633 97
Lebanon and Myerstown,	.....	2,344 50	2,344 50
Lehigh Avenue,	129,253 73	1,595 61	130,849 34
Lehigh Traction, Hazleton,	120,000 01	3,488 27	123,488 28
Lock Haven Traction,	19 846 30	170 72	20,017 02
McKeesport, Duquesne and Wilmerding,	38,164 79	130 00	38,294 79
Mahanoy City, Shenandoah, Girardsville and Ashland,	.....	100 00	100 00
Marshall Street,	.....	7,687 50	7,687 50
Midvale,	.....	8,945 00	8,945 00
Millvale,	4,109 91	200 00	4,309 91
Monongahela,	3,772 95	74 50	3,847 45
New Castle,	13 590 85	199 58	13,790 43
Newtown, Langhorne and Bristol,	1,313 98	.....	1,313 98
Oil City,	19 977 92	.....	19,977 92
Patterson Heights,	539 25	.....	539 25
Pennsylvania Traction,	198,304 11	.....	198,304 11
Peoples', Beaver Falls,	18,526 33	.....	18,526 33
Peoples', Philadelphia	.....	36,000 00	36,000 00

Digitized by Google

TABLE C.—INCOME—Continued.

Name of Company.	Gross earnings from operations.	Income from other sources.	Total income.
Peoples', Nanticoke and Newport,	$12,369 30	$100 00	$12,469 30
Peoples Traction, Philadelphia,	2,035,082 66	23 431 63	2,058,514 29
Philadelphia City,	.....	150,493 17	150,493 17
Philadelphia and Darby,	.....	200,050 00	200,050 00
Philadelphia Traction,	1,399,697 71	15,058,158 36	16,457,856 14
Philadelphia and West Chester Traction,	4,455 85	.....	4,455 85
Pittsburgh, Allegheny and Manchester,	.....	200 00	200 00
Pittsburgh, Allegheny and Manchester Traction,	471,131 30	7,163 96	478,295 26
Pittsburgh and Birmingham Traction,	391,033 16	21,254 93	412,288 09
Pittsburgh, Crafton and Mansfield,	86,089 78	620 40	86,710 18
Pittsburgh, Neville Island and Coraopolis,	22,427 37	3,325 55	25,752 92
Pittsburgh Traction,	467,942 84	83,847 60	551,790 44
Pittsburgh and West End,	181,732 59	11,490 50	193,223 09
Pottstown,	22,291 38	.....	22,291 38
Punxsutawney,	5,683 23	.....	5,683 23
Reading City,	.....	35,500 00	35,000 00
Reading and South Western,	23,670 41	.....	23,670 41
Reading and Temple,	.....	3,883 00	3,883 00
Reading Traction, c	109,235 48	4,986 61	114,222 09
Reading and Womelsdorf, d	15,401 19	.....	15,401 19
Ridge Avenue,	.....	174,500 00	174,500 00
Ridge Avenue Connecting,	.....	457 50	457 50
Ringing Rocks,	10,359 67	2,353 51	12,713 18
Roxborough, Chestnut Hill and Norristown,	69,612 19	248 59	69,860 78
Saint Clair Incline,	15,686 85	.....	15,686 85

Digitized by Google

Schenley Park and Highlands,	17,947 12	.....	17,947 12
Schuylkill Electric,	94,638 48	.....	94,638 48
Schuylkill Traction,	96,831 77	550 00	97,381 77
Schuylkill Valley Traction,	55,178 07	2,594 81	57,772 88
Scranton and Pittston Traction,	.....	11,804 16	11,804 16
Scranton Traction,	319,874 11	11,256 29	331,130 40
Second and Third Streets,	.....	221,129 27	221,129 27
Seventeenth and Nineteenth Streets,	.....	15,000 00	15,000 00
Shamokin,	19,153 23	2,361 77	21,515 00
Shamokin and Mt. Carmel,	56,119 72	105 00	56,224 72
South Side, Williamsport,	11,247 14	.....	11,247 14
Stroudsburg,	7,005 07	.....	7,005 07
Suburban Rapid Transit,	37,354 66	.....	37,354 66
Sunbury and Northumberland,	12,189 55	3,786 15	15,975 70
Tamaqua and Pottsville,	3,600 00	.....	3,600 00
Tarentum Traction,	19,586 65	273 21	19,859 86
Thirteenth and Fifteenth Streets,	.....	202,861 47	202,861 47
The Second Avenue Traction,	467,743 61	7,970 22	475,713 83
Twenty-second Street and Allegheny Avenue, Philadelphia,	.....	61,000 00	61,000 00
Union, Chester,	.....	10,000 00	10,000 00
Union, Philadelphia,	.....	286,000 00	286,000 00
Uniontown,	8,948 20	1,276 50	10,224 70
Union Traction of Philadelphia,	4,279,083 30	1,271,282 85	5,550,366 15
United Traction of Reading, b,	100,276 67	19,583 96	119,860 63
Valley, Sharon,	19,040 45	.....	19,040 45
Vallamont Traction,	15,857 00	.....	15,857 00
Versailles Traction,	21,174 90	.....	21,174 90
Walnut Street Connecting,	.....	2,437 50	2,437 50
Warren,	19,224 37	100 00	19,324 37
Washington,	19,212 95	.....	19,212 95
Waverly, Sayre and Athens Traction,	10,968 67	.....	10,968 67
West Chester,	15,962 03	.....	15,962 03
West Philadelphia,	.....	2,134,961 12	2,134,961 12
White Electric Traction,	18,676 00	.....	18,676 00
Wilkes-Barre and Wyoming Valley Traction,	494,232 95	893 53	495,126 48
Williamsport,	73,953 70	2,948 75	76,902 45
Wissahickon,	31,468 71	197 85	31,666 56
York,	56,272 85	1,350 00	57,622 85
Total,	$18,791,553 54	$22,573,329 79	$41,364,883 33

a. This report is for 9 months. Road leased to Fort Pitt Traction Company April 1, 1896.
b. This report is for 6 months from January 1, to June 30, 1896.
c. This report is for 6 months from June 30, 1895, to January 1, 1896.
d. This report is from June 30, 1895, to December 20, 1895.

Digitized by Google

TABLE D.—DISBURSEMENTS.

Name of Company.	Operating expenses.	Taxes.	Interest on funded debt.	Rentals.	Other expenses.	Dividends.	Total.
Allegheny Traction,	$88,469 36	$1,587 39	$13,932 61	$4,689 17	$9,572 35		$118,250 88
Allentown and Lehigh Valley Traction,	114 559 49	3,083 44	84,659 94				202,302 87
Altoona and Logan Valley,	43,775 02	3,704 28	25,000 00		5,000 00		77,479 30
Beaver Valley Traction,	36,690 42	2,223 90	9,249 00		4,506 19		52,660 51
Braddock Electric,	1,267 64						1,267 64
Catharine and Bainbridge Sts.,					500 00	16,500 00	17,000 00
Carbon County,	12,450 88	337 50	3,093 32				15,881 70
Carbondale Traction Company	21 007 95						21,007 95
Central Traction,	116,842 75	8,789 34	15,745 00			30,000 00	171,377 09
Chester,				100 00		15,000 00	15,100 00
Chester, Darby and Philadelphia,			6,250 00	100 00	1,000 00	6,000 00	13 350 00
Chester and Media,			5,000 00	100 00		6,000 00	11,100 00
Chester Traction,	110,068 30	9,881 61	12,500 00	19,910 00	1,407 85	20,000 00	203,767 76
Citizens', Philadelphia,						125,000 00	125,000 00
Citizens' Traction, Pittsburgh,	357,625 48	49,259 01	99,611 66			150,000 00	656,496 15
City, Altoona,	46,520 99	1,370 00	2,500 00				50,390 99
College and Grand View,	2,137 14						2,137 14
Connellsville, New Haven and Leisenring,	11,559 16	411 76	2,509 89				14,480 81
Continental,					50 00	120,000 00	120,050 00
Cumberland Valley Traction,	2,554 15	1,440 52		150 00			4,144 67

Digitized by Google

Delaware County and Philadelphia,	30,489 40	2,022 21	3,840 00				36,351 61
Du Bois Traction,	7,717 65	500 00	1,200 00				9,417 65
Duquesne Traction,	237,580 92	27,578 90	87,500 00	10,554 27		60,000 00	423 214 09
East End,	4,819 29	190 98	882 00				5,892 27
East Reading,					535 68	6,200 00	6,735 68
Easton Transit Company,	81,699 88	3,732 89	20,764 61	7,200 00	1,184 34	9,000 00	123,581 74
Electric Traction,	1,270,208 92	324,910 97	19,554 72	816,872 62		175,000 00	2,606,547 23
Empire,		6,621 50	14,000 00		709,049 65	60,000 00	789,671 15
Erie City Motor,	126,253 67	1,048 87	27,897 96				155,200 50
Federal Street and Pleasant Valley,	294,732 35	13,100 82	66,900 00				374,733 17
Frankford and Southwark,					514,748 90		514,748 90
Franklin Electric,	11,464 89						11,464 89
Gettysburg,	2,005 80	150 00		133 33			2, 89 13
Germantown,			11,375 00		6,100 00	146,250 00	163 725 00
Greensburg and Hempfield,	7 518 71				5 569 66		13,088 37
Greensburg, Jeannette and Pittsburgh,	10,033 18		900 00				10 933 18
Hanover and McSherrytown,	6,275 16						6,275 16
Harrisburg City,					756 00	1,500 00	2,256 00
Harrisburg and Mechanicsburg,	8,602 53	341 38	4,832 50				13 776 41
Harrisburg Traction,	146 698 00	10,827 25	4,500 00	23,500 00	14,703 71	42,075 00	242,303 96
Hestonville, Mantua and Fairmount, *	344,402 84		77,407 20			32,034 00	453,844 01
Holmesburg, Tacony and Frankford,	43,923 78	2,665 45	16,145 01	3,728 88			66,463 12
Homestead and Highlands,	16,579 21			1,157 57			17,736 78
Huntingdon Street Connecting,					187 50	270 00	457 50
Johnstown,	55,190 97	2,099 35	18,815 91				76,106 23
Kessler Street Connecting,					250 00	300 00	550 00
Lancaster and Columbia,					11,250 00	11,250 00	22,500 00
Lebanon and Annville,	26,999 76	1,192 92	5,000 00	2,344 50	10,402 63	3,000 00	48 939 81
Lebanon and Myerstown,					45 00	2,299 50	2,344 50
Lehigh Avenue,	106 383 34	7 396 26					113,779 60
Lehigh Traction, Hazleton,	67,048 66	4,576 34	30,667 72		40 722 58		143,015 30
Lock Haven Traction,	15,395 29	106 58	3,810 03	266 50			19,578 37
McKeesport, Duquesne and Wilmerding,	32,292 84				10,641 25		42,934 09
Marshall Street,					187 50	7,500 00	7,687 50

Digitized by Google

TABLE D—DISBURSEMENTS—Continued.

Name of Company.	Operating expenses.	Taxes.	Interest on funded debt.	Rentals.	Other expenses.	Dividends.	Total.
Middletown, Highspire and Steelton,	.....	.....	.....	.....	$361 50	$8,000 00	$8,361 50
Millvale,	.....	$12 21	.....	.....	5,235 96	.....	5,248 17
Monongahela,	$2,964 79	.....	.....	.....	.....	.....	2,964 79
New Castle,	9,595 97	.....	.....	.....	3,450 96	.....	13,046 93
Newtown, Langhorne and Bristol,	977 88	.....	.....	.....	.....	.....	977 88
Oil City,	20,732 44	484 48	.....	.....	.....	.....	21,216 92
Patterson Heights,	463 01	.....	.....	.....	35 99	.....	499 00
Pennsylvania Traction,	134,954 24	.....	.....	132,265 00	.....	.....	267,219 24
People's, Beaver Falls,	14,799 00	.....	3,000 00	.....	.....	.....	17,799 00
People's, Philadelphia,	1,084,893 36	116 166 04	42 517 98	243 750 00	398,295 83	207 500 00	2,093,123 21
People's, Scranton,	.....	.....	.....	.....	.....	36,000 00	36 000 00
Peoples', Nanticoke and Newport,	5,813 59	67 78	975 00	.....	5,152 28	.....	12,008 65
Philadelphia City,	.....	.....	.....	.....	2,315 59	150,177 30	152,492 89
Philadelphia and Darby,	.....	.....	.....	.....	50 00	200,000 00	200,050 00
Philadelphia Traction,	751,033 90	135,127 87	46,316 28	1,624,494 15	13,245,811 52	800 000 00	16,602,783 72
Philadelphia and West Chester Traction,	8,330 06	13 12	1,057 50	.....	.....	.....	9,430 68
Pittsburgh, Allegheny and Manchester,	271,272 96	10,251 20	75,000 00	779 19	31,106 95	93,367 65	481,777 95
Pittsburgh and Birmingham Traction,	206,422 79	18,000 00	109,700 00	12,000 00	24 794 10	.....	370,916 89

Digitized by Google

Pittsburgh Crafton and Mansfield,	36,341 96	2,604 34	12,500 00				51,446 30
Pittsburgh, Neville Island and Coraopolis,	141,412 17	972 50	7,153 00				149,537 67
Pittsburgh Traction,	219,458 74	44,203 41	88,930 03	937 39		75,000 00	428,529 57
Pittsburgh and West End,	78,672 59	8,716 57	28,204 98			45,000 00	160,594 14
Pottstown,	25,183 29						25,183 29
Punxsutawney,	4,272 32						4,272 32
Reading City,					500 00	34,160 00	34,660 00
Reading and South Western,	21,840 27					2,600 00	24,440 27
Reading and Temple,			1,837 50			2,046 00	3,883 50
Reading Traction,	55,369 81		14,105 50	26,318 26			95,793 57
Reading and Womelsdorf,	7,016 48	422 05	7,346 81				14,785 34
Ridge Avenue,					1,458 89	150,000 00	151,458 89
Ridge Avenue Connecting,					187 50	270 00	457 50
Ringing Rocks,	6,207 82	354 71	1,292 00				7,854 53
Roxborough, Chestnut Hill and Norristown,	51,742 24		1,545 00				53,287 24
Saint Clair Incline,	8,015 85	1,284 29	4,530 00		2,250 00		16,080 14
Schenley Park and Highlands	16,817 05			1,377 57			18,194 62
Schuylkill Electric,	73,017 31		30,000 00	13,843 50			116,860 81
Schuylkill Traction,	54,690 06	2,748 13	25,000 00				82,438 19
Schuylkill Valley Traction,	39,819 27	18 34	1,249 66	9,385 00			50,472 27
Scranton and Pittston Traction,					15,924 59		15,924 59
Scranton Traction,	165,018 38	10,215 41	118,645 09				293,878 88
Second and Third Streets,					221,399 26		221,399 26
Seventeenth and Nineteenth Streets,						15,000 00	15,000 00
Shamokin,	16,116 49		1,500 00		324 03		17,940 52
Shamokin and Mt. Carmel,	25,552 11	1,824 90	24,250 00	589 98			52,216 99
South Side, Williamsport,	7,944 95	280 59	2,000 00				10,225 54
Stroudsburg,	5,127 10	61 97					5,189 07
Suburban Rapid Transit,	36,856 10	699 48	11,580 00				49,135 58
Sunbury and Northumberland	12,834 68	156 48	2,361 78				15,352 94
Tamaqua and Pottsville,			3,600 00				3,600 00
Tarentum Traction,	15,962 36	157 80	4,500 00				20,620 16
Thirteenth and Fifteenth Streets,					120,969 21	80,000 00	200,969 21
The Second Avenue Traction,	239,617 48	17,319 94	118,241 18			50,000 00	425,178 60

Digitized by Google

TABLE D.—DISBURSEMENTS—Continued.

Name of Company	Operating expenses.	Taxes.	Interest on funded debt	Rentals.	Other expenses.	Dividends.	Total.
Twenty-second Street and Allegheny Avenue, Philadelphia,	.....	.....	.....	.....	$1,000 00	$60,000 00	$61,000 00
Union, Chester,	.....	.....	$10,000 00	.....	.....	.....	10 000 00
Union, Philadelphia,	.....	.....	.....	.....	1,000 00	285,000 00	286 000 00
Uniontown,	7,394 18	$127 86	2,500 00	$352 50	1,411 03	.....	11,785 57
Union Traction of Philadelphia,	2 256,896 16	301,306 34	166 268 75	2,860,774 80	14,412 17	.....	5,599,659 22
United Traction of Reading,	77,112 98	.....	27,500 71	29,254 32	.....	.....	133,868 01
Valley, Sharon,	14,935 45	42 00	.....	.....	5,157 00	1,500 00	21,634 45
Vallamont Traction,	11,255 58	702 82	8,500 00	.....	.....	.....	20,458 40
Versailles Traction,	17,346 77	429 81	.....	.....	12,850 65	.....	30,627 23
Walnut Street Connecting,	.....	.....	.....	.....	187 50	2,250 00	2 437 50
Warren,	12,779 28	23 88	900 00	3,197 00	.....	.....	16,900 16
Washington,	12,681 83	.....	.....	.....	.....	.....	12,681 83
Waverly, Sayre and Athens Traction,	6,562 76	196 00	2,250 00	.....	.....	.....	9,008 76
West Chester,	11,152 88	.....	1,700 00	222 92	2,215 66	.....	15,291 46
West Philadelphia,	.....	.....	.....	.....	1,983,961 12	150,000 00	2,133,961 12
White Electric Traction,	17,922 42	.....	.....	.....	.....	.....	17,922 42
Wilkes-Barre and Wyoming Valley Traction,	247,945 74	11,285 66	108,180 64	9,616 31	.....	48,328 00	425,356 35

Digitized by Google

Williamsport,	59,787 27	1,970 14	7,140 00	.....	.....	.....	68,897 41
Wissahickon,	28,353 47	317 34	.....	.....	.....	.....	28,670 81
York,	42,557 37	3,625 70	2,417 30	.....	.....	6,668 00	55,258 37
Total,	$10,621,690 78	$1,183,342 58	$1,822,302 76	$5,889,964 73	$17,450,190 08	$3,548,035 45	$40,515,526 38

* Taxes included in "operating expenses."

Digitized by Google

TABLE E.—MILEAGE.

Name of Company.	Number miles single track owned.	Total length of tracks and sidings owned.	Total length of leased lines.	Total mileage operated.
Allegheny Traction,	.....	.....	.....	ee
Allentown,	9.06	11.13	.....	n
Allentown and Bethlehem Rapid Transit,	.....	.....	23.32	s
Allentown and Lehigh Valley Traction,	.....	.....	45.26	45.26
Altoona and Logan Valley,	15.25	18.69	.....	18.69
Ashland, Locust Dale and Centralia,	.....	.....	.....	ff
Aspinwall,	.....	.....	.....	dd
Beaver Valley,	3.10	3.10	.....	hh
Beaver Valley Traction,	7.00	7.00	6.20	13.20
Bethlehem and Allentown,	4.29	6.84	.....	n
Bethlehem and South Bethlehem,	4.45	5.35	.....	n
Bi ddock Electric,	4.75	4.75	.....	4.75
Catasauqua and Northern,	3.47	3.58	.....	s
Catharine and Bainbridge Streets,	11.36	11.36	.....	a
Carbon County,	4.00	4.00	.....	4.00
Carbondale Traction Company,	14.75	15.68	.....	15.68
Centennial,	.89	.89	.....	w
Central, Pittsburgh,	.....	.....	.....	r
Central, Beaver Falls,	3.10	3.10	.....	hh
Central Traction,	4.90	8.50	.....	j
Chelton Avenue,	4.58	4.58	.....	w
Chester,	7.55	7.55	.....	g
Chester, Darby and Philadelphia,	7.38	7.38	.....	g

Digitized by Google

Chester and Media,	5.36	5.36		g
Chester Traction,			28.68	28.68
Citizens', Clearfield and Cambria,	.75	.75		p
Citizens', Harrisburg,	6.00	6.00		e
Citizens', Norristown,	9.00	9.00		l
Citizens', Philadelphia,				t
Citizens', Pittsburgh,				i
Citizens' Traction, Pittsburgh,	30.48	30.48		j
Citizens', East End,	2.00	2.00		p
City, Altoona,	7.00	7.50		7.50
Coalville,	5.67	5.67		h
College and Grand View,	1.33	1.33		1.33
Connellsville, New Haven and Leisenring,	5.25	5.33		5.33
Consolidated Traction Company,			137.14	137.14
Conshohocken,	6.00	6.00		l
Continental,	10.70	10.70		w
Cumberland Valley Traction,	6.00	6.00		6.00
Delaware County and Philadelphia,	10.00	10.00		10.00
Du Bois Traction,	2.25	2.25		2.25
Duquesne Traction,			33.30	j
East End,	2.50	2.50		2.50
East Harrisburg,	24.00	24.00	5.00	e
East Reading,	5.25	5.25		c
Easton and Bethlehem Transit Company,	4.10	4.10		cc
Easton and Transit Company,	9.51	12.02	7.44	19.46
Electric Traction,			120.92	b
Empire,	10.25	10.25		v
Erie City,	21.00	21.00		q
Erie City Motor,			21.00	21.00
Federal Street and Pleasant Valley,	13.90	23.90		23.90
Fort Pitt,	1.80	1.80		o
Fort Pitt Traction,			6.86	j
Frankford and Southwark,	50.90	66.92		p
Franklin Electric,	3.37	3.50		3.50
Gettysburg,	8.50	8.50	1.00	9.50
Germantown,	42.59	42.59		w
Girard Avenue,	1.25	1.25		w
Glenwood and Dravosburg,				mm
Greensburg and Hempfield,	2.50	2.50		2.50
Greensburg, Jeannette and Pittsburgh,	7.25	7.50		7.50
Green and Coates Streets,	5.15	5.15		w

Digitized by Google

TABLE E.—MILEAGE—Continued.

Name of Company	Number miles single track owned	Total length of tracks and sidings owned.	Total length of leased lines	Total mileage operated.
Gross Street,	.98	.98	.....	o
Hanover and McSherrytown,	3.25	3.25	.....	3.25
Harrisburg City,	5.00	5.00	.....	x
Harrisburg and Mechanicsburg,	6.00	6.00	.....	6.00
Harrisburg Traction,	.....	.....	47.00	47.00
Hestonville, Mantua and Fairmount,	17.83	17.83	6.25	24.08
Highland Park, Pittsburgh,	3.08	3.08	.....	o
Holmesburg, Tacony and Frankford,	9.62	9.95	1.72	11.67
Homestead and Highlands,	3.00	4.00	.....	4.00
Huntingdon Street Connecting,	.40	.40	.....	a
Johnstown,	10.25	17.75	.....	17.75
Kessler Street Connecting,	.25	.25	.....	u
Lancaster and Columbia,	.....	.....	.....	ll
Lebanon and Annville,	13.00	13.00	5.00	18.00
Lebanon and Myerstown,	5.00	5.00	.....	y
Lehigh Avenue,	3.00	6.00	.....	6.00
Lehigh Traction, Hazleton,	17.61	2.48	.....	20.09
Lehigh Valley Traction, Allentown,	10.70	18.35	.....	s
Lock Haven,	4.50	4.50	.....	f
Lock Haven Traction,	.....	.....	4.50	4.50
McKeesport, Duquesne and Wilmerding	13.50	14.40	.....	14.40

Digitized by Google

McKeesport and Reynolton,	.....	.....	.....	mm
Mahanoy City, Shenandoah, Girardsville and Ashland,	.....	.....	.....	ff
Marshall Street,	3.50	3.50	.....	a
Middletown, Highspire and Steelton,	12.00	12.00	.....	e
Millvale, Etna and Sharpsburg,	.....	.....	.....	k
Millvale,	.....	.....	2.00	2.00
Monongahela,	1.50	1.50	.....	1.50
Nanticoke,	9.68	9.68	.....	h
Negley Street,	1.00	1.00	.....	o
New Castle,	2.10	2.10	.....	2.10
Newtown, Langhorne and Bristol,	1.75	1.75	.....	1.75
Northern, Philadelphia,	1.85	1.85	.....	w
Norristown,	5.00	5.00	.....	l
Oil City,	4.00	4.62	.....	4.62
Patterson Heights,	.29	.14	.....	.43
Penn Street,	.....	.....	.....	dd
Pennsylvania Traction,	59.00	59.00	.....	59.00
Pennsylvania Motor Company,	3.34	3.34	.....	cc
People's, Beaver Falls,	3.70	3.70	.....	3.70
People's, Philadelphia,	2.69	5.38	78.28	h
People's, Scranton,	15.00	15.00	.....	m
People's, Nanticoke and Newport,	6.00	6.00	.....	6.00
Philadelphia, Cheltenham and Jenkintown,	22.20	22.20	.....	w
Philadelphia City,	7.83	11.73	.....	z
Philadelphia and Darby,	5.05	10.10	.....	&
Philadelphia and Gray's Ferry,	.....	.....	.....	a
Philadelphia Traction,	.....	.....	203.34	b
Philadelphia and West Chester Traction,	9.75	12.25	.....	12.25
Pittsburgh, Allegheny and Manchester,	11.15	11.15	.....	aa
Pittsburgh, Allegheny and Manchester Traction,	.....	.....	21.05	21.05
Pittsburgh and Birmingham Traction,	20.35	20.35	.....	20.35
Pittsburgh, Crafton and Mansfield,	21.00	21.00	.....	21.00
Pittsburgh, Glenwood and Homestead,	.....	.....	.....	mm
Pittsburgh, Neville Island and Coraopolis,	9.00	9.00	.....	9.00
Pittsburgh, Oakland and East Liberty,	.....	.....	.....	ll
Pittsburgh Traction,	15.67	15.67	42.33	j
Pittsburgh Union,	9.90	9.90	.....	aa
Pittsburgh and West End,	14.69	15.69	.....	15.69
Pittston, Moosic and Pleasant Valley,	1.76	1.94	.....	h

Digitized by Google

TABLE E.—MILEAGE—Continued

Name of Company	Number miles single track owned	Total length of tracks and sidings owned.	Total length of leased lines.	Total mileage operated.
Pittston Street Car.	6.62	8.81	.....	h
Plymouth.	4.82	5.95	.....	h
Pottstown.	6.00	6.00	.....	6.00
Punxsutawney.	3.00	3.00	.....	3.00
Reading City.	25.25	25.25	.....	c
Reading and South Western.	6.00	6.40	.....	6.40
Reading and Temple.	3.00	3.00	.....	c
Reading Traction.	.....	.....	48.00	jj
Reading and Womelsdorf.	14.50	14.50	.....	c
Ridge Avenue.	.....	.....	.....	a
Ridge Avenue Connecting.	.20	.20	.....	a
Ringing Rocks.	3.70	4.10	.....	4.10
Roxborough, Chestnut Hill and Norristown.	14.80	16.60	.....	16.60
Schenley Park and Highlands.	4.50	6.00	.....	6.00
Schuylkill Electric.	6.56	9.79	9.53	19.32
Schuylkill River.	.....	.....	.....	w
Schuylkill Traction.	.....	.....	22.00	22.00
Schuylkill Valley Traction.	.....	.....	20.00	20.00
Scranton.	2.50	2.50	.....	m
Scranton and Carbondale Traction.	5.00	5.00	.....	m
Scranton and Pittston Traction.	11.78	11.78	.....	m

Digitized by Google

Scranton Suburban,	7.94	7.94		m
Scranton Traction,			32.36	32.36
Second Avenue,				mm
Second Avenue Traction,				mm
Second and Third Streets,	40.00	40.00		d
Seventeenth and Nineteenth Streets,	8.25	8.25		bb
Shamokin,	3.00	3.00		3.00
Shamokin and Mt. Carmel,	16.00	16.25		16.25
South Side, Pittsburgh,				d
South Side, Williamsport,	1.89	1.80		1.80
Stroudsburg,	2.50	2.50		2.50
Suburban Rapid Transit,	9.00	9.00		9.00
Sunbury and Northumberland,	3.40	3.90		3.90
Tamaqua and Pottsville,	3.12	3.12		gg
Tarentum Traction,	4.29	4.44		4.44
Thirteenth and Fifteenth Streets,	15.00	15.00		a
The Second Avenue Traction Company,	33.10	57.43		57.43
Twenty-second Street and Allegheny Avenue, Philadelphia,	12.90	12.90		a
Union, Chester,	8.39	8.39		g
Union, Philadelphia,	56.05	56.05		a
Uniontown,	2.55	2.55		2.55
Union Traction of Philadelphia,			407 92	407 92
United Traction of Reading,			48.00	48.00
Valley, Scranton,	7.36	7.36		m
Valley, Sharon,	4.45	4.45		4.45
Vallamont Traction,	3.60	3.60		3.60
Versailles Traction,	4.00	4.75		4.75
Walnut Street Connecting,	2.00	2.00		a
Warren,	3.25	3.25		3.25
Washington,	4.74	4.76		4.76
Waverly, Sayre and Athens Traction,	6.00	6.00		6.00
West Chester,	6.00	8.00		8.00
West Philadelphia,	25.20	29.30		a
West Pittston and Wyoming,	2.10	2.24		h
White Electric Traction,	1.20	2.40		2.40
Wilkes-Barre and East Side,	2.22	2.65		h
Wilkes-Barre and Kingston,	3.49	6.60		h
Wilkes-Barre and Suburban,	8.87	10.00		h
Wilkes-Barre and Wyoming Valley Traction,			63.26	63.26
Wilkes-Barre and West Side,	8.72	9.63		h

Digitized by Google

TABLE E.—MILEAGE—Continued.

Name of Company.	Number miles single track owned.	Total length of tracks and sidings owned.	Total length of leased lines.	Total mileage operated.
Williamsport,	6.25	7.75	.....	7.75
Wissahickon,	3.00	3.00	.....	3.00
York,	10.50	11.25	.....	11.25
Total,	.....	.....	.....	1,561.89

a. Indicates road is operated and mileage is included in the mileage reported by the Philadelphia Traction Company.
b. Indicates road is operated and mileage is included in the mileage reported by the Union Traction Company.
c. Indicates road is operated and mileage is included in the mileage reported by the Reading Traction Company.
d. Indicates road is operated and mileage is included in the mileage reported by the Pittsburgh and Birmingham Traction Company.
e. Indicates road is operated and mileage is included in the mileage reported by the Harrisburg Traction Company.
f. Indicates road is operated and mileage is included in the mileage reported by the Lock Haven Traction Company.
g. Indicates road is operated and mileage is included in the mileage reported by the Chester Traction Company.
h. Indicates road is operated and mileage is included in the mileage reported by the Wilkes-Barre and Wyoming Traction Company.
i. Indicates road is operated and mileage is included in the mileage reported by the Citizen's Traction Company, Pittsburgh.
j. Indicates road is operated and mileage is included in the mileage reported by the Consolidated Traction Company.
k. Indicates road is operated and mileage is included in the mileage reported by the Allegheny Traction Company.
l. Indicates road is operated and mileage is included in the mileage reported by the Schuylkill Valley Traction Company.
m. Indicates road is operated and mileage is included in the mileage reported by the Scranton Traction Company.
n. Indicates road is operated and mileage is included in the mileage reported by the Allentown and Bethlehem Rapid Transit Company.
o. Indicates road is operated and mileage is included in the mileage reported by the Fort Pitt Traction Company.
p. Indicates road is operated and mileage is included in the mileage reported by the Electric Traction Company.
q. Indicates road is operated and mileage is included in the mileage reported by the Erie City Electric Motor Company.
r. Indicates road is operated and mileage is included in the mileage reported by the Central Traction Company.
s. Indicates road is operated and mileage is included in the mileage reported by the Allentown and Lehigh Valley Traction Company.
t. Indicates road is operated and mileage is included in the mileage reported by Frankford and Southwark Passenger Railway.
u. Indicates road is operated and mileage is included in the mileage reported by the Union Passenger Railway.
v. Indicates road is operated and mileage is included in the mileage reported by the Citizens' Passenger Railway.

Digitized by Google

w. Indicates road is operated and mileage is included in the mileage reported by the People's Passenger Railway.
x. Indicates road is operated and mileage is included in the mileage reported by the East Harrisburg Passenger Railway.
y. Indicates road is operated and mileage is included in the mileage reported by the Lebanon and Annville Passenger Railway.
z. Indicates road is operated and mileage is included in the mileage reported by the West Philadelphia Passenger Railway.
&. Indicates road is operated and mileage is included in the mileage reported by the Philadelphia City Passenger Railway.
aa. Indicates road is operated and mileage is included in the mileage reported by the Pittsburgh, Allegheny and Manchester Traction Company.
bb. Indicates road is operated and mileage is included in the mileage reported by the Continental Passenger Railway.
cc. Indicates road is operated and mileage is included in the mileage reported by the Easton Transit Company.
dd. Indicates road is operated and mileage is included in the mileage reported by the Citizens' Traction Company, Pittsburgh.
ee. Indicates road is operated and mileage is included in the mileage reported by the Fort Pitt Traction Company.
ff. Indicates road is operated and mileage included in the mileage reported by the Schuylkill Traction Company.
gg. Indicates road is operated and mileage is included in the mileage reported by the Schuylkill Electric Railway Company.
hh. Indicates road is operated and mileage is included in the mileage reported by the Beaver Valley Traction Company.
ii. Indicates road is operated and mileage is included in the mileage reported by the Pennsylvania Traction Company.
jj. Indicates road is operated and mileage is included in the mileage reported by the United Traction Company, Reading.
ll. Indicates road is operated and mileage is included in the mileage reported by the Pittsburgh Traction Company.
mm. Indicates road is operated and mileage is include in the mileage reported by the Second Avenue Traction Company.

Digitized by Google

TABLE F.—EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED.

Name of Company.	Number of motor cars.	Number of cars other than motors.	Total number of cars.	Total number of employes.	Total compensation	Total number of passengers carried.
Allentown and Lehigh Valley Traction,	70	18	88	.....	$83,196 79	4,550,302
Altoona and Logan Valley,	23	16	39	105	22,667 18	1,855,127
Beaver Valley Traction,	17	1	18	49	24,130 16	1,321,796
Braddock Electric,	5	.....	5	.....	.....	13,278
Carbon County,	6	2	8	19	9,456 00	375,309
Carbondale Traction Company,	14	8	22	76	34,270 57	364,880
Central Traction,	9	19	28	115	91,226 08	2,667,951
Chester Traction,	43	23	66	153	.....	4,485,282
Citizens' Traction, Pittsburgh,	21	68	89	350	234,478 50	16,614,209
City, Altoona,	23	6	29	102	29,623 00	1,277,391
College and Grand View,	2	.....	2	.....	.....	.....
Connellsville, New Haven and Leisenring,	5	.....	5	15	7,399 66	331,727
Delaware County and Philadelphia,	18	.....	18	32	18,832 70	1,226,093
Du Bois Traction,	4	.....	4	9	5,500 00	103,007
Duquesne Traction,	82	.....	82	.....	145,122 52	8,662,930
East End,	2	.....	2	3	2,037 20	148,748
Easton Transit Company,	47	13	60	103	61,228 85	4,117,257
Electric Traction, a,	.....	.....	.....	.....	642,061 67	58,201,694
Erie City Motor,	71	10	81	137	83,036 45	5,433,565
Federal Street and Pleasant Valley,	84	10	94	252	142,836 93	8,628,899
Franklin Electric,	5	.....	5	.....	3,950 77	284,719
Gettysburg,	3	3	6	8	.....	.....
Greensburg and Hempfield,	3	.....	3	.....	.....	180,128

Digitized by Google

Greensburg, Jeannette and Pittsburgh,	5	.....	5	.....	.....	260,528
Hanover and McSherrytown,	3	1	4	9	.....	.....
Harrisburg and Mechanicsburg,	7	.....	7	12	.....	347,415
Harrisburg Traction,	68	24	92	.....	.....	6,159,102
Hestonville, Mantua and Fairmount,	153	.....	153	391	232,897 20	11,142,897
Holmesburg, Tacony and Frankford,	18	3	21	97	33,684 18	1,355,625
Homestead and Highlands,	7	1	8	20	12,876 78	400,821
Johnstown,	20	13	33	57	33,832 60	2,088,566
Lebanon and Annville,	17	.....	17	28	13,890 07	946,830
Lehigh Avenue,	37	.....	37	.....	.....	.....
Lehigh Traction, Hazleton,	38	9	47	110	56,460 00	2,604,066
Lock Haven Traction,	5	3	8	.....	10,422 75	417,745
McKeesport, Duquesne and Wilmerding,	8	.....	8	.....	.....	862,895
Millvale,	.....	4	4	5	2,278 07	145,485
Monongahela,	1	.....	1	.....	.....	77,291
New Castle,	4	.....	4	12	5,163 20	140,565
Newtown, Langhorne and Bristol,	1	.....	1	7	.....	19,858
Oil City,	11	2	13	.....	.....	426,356
Patterson Heights,	1	.....	1	3	510 00	.....
Penn Traction,	21	.....	21	.....	.....	2,705,556
People's, Beaver Falls,	5	.....	5	20	9,250 00	.....
People's, Philadelphia, a,	.....	.....	.....	.....	697,659 71	48,441,930
People's, Nanticoke and Newport,	4	1	5	19	10,259 38	352,498
Philadelphia and West Chester Traction,	15	4	19	.....	.....	.....
Pittsburgh, Allegheny and Manchester,	66	44	110	212	149,945 84	9,626,508
Pittsburgh and Birmingham Traction,	43	8	51	157	.....	7,549,306
Pittsburgh, Crafton and Mansfield,	24	.....	24	28	19,804 00	1,920,297
Pittsburgh, Neville Island and Coraopolis,	4	5	9	13	9,157 03	465,750
Pittsburgh Traction,	2	75	77	191	153,832 26	9,172,469
Pittsburgh and West End,	26	.....	26	59	43,186 00	4,083,557
Pottstown,	14	.....	14	19	9,508 91	539,985
Punxsutawney,	3	.....	3	6	2,764 94	.....
Reading and South Western,	8	10	18	27	.....	421,761
Reading Traction, a,	.....	.....	.....	.....	.....	.....
Reading and Womelsdorf, a,	.....	.....	.....	.....	.....	.....
Ringing Rocks,	5	6	11	52	3,797 73	184,489
Roxboro, Chestnut Hill and Norristown,	32	13	45	.....	.....	1,367,138
Saint Clair Incline,	.....	2	2	11	.....	394,817
Schenley Park and Highlands,	6	.....	6	20	12,876 78	400,824
Schuylkill Electric,	21	25	46	.....	.....	1,855,328
Schuylkill Traction,	20	4	24	66	34,980 49	1,924,041

Digitized by Google

TABLE F.—EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED—Continued.

Name of Company.	Number of motor cars.	Number of cars other than motors.	Total number of cars.	Total number of employes.	Total compensation.	Total number of passengers carried.
Schuylkill Valley Traction,	20	15	35	45	.....	1,241,139
Scranton and Pittston Traction, a,	.....	.....	.....	.....	.....	.....
Scranton Traction,	103	.....	103	300	.....	6,936,838
Shamokin,	6	.....	6	21	7,361 03	271,862
Shamokin and Mt. Carmel,	22	.....	22	38	16,660 86	1,295,622
South Side, Williamsport,	.....	.....	.....	.....	.....	288,152
Stroudsburg,	2	4	6	.....	3,031 43	7,842
Suburban Rapid Transit,	15	1	16	45	24,662 75	796,099
Sunbury and Northumberland,	4	.....	4	16	6,363 00	263,124
Tarentum Traction,	6	.....	6	25	9,916 00	423,391
The Second Avenue Traction,	91	14	105	216	158,383 00	10,337,391
Uniontown,	5	1	6	17	4,526 00	178,762
Union Traction of Philadelphia,	1,453	.....	1,453	4,062	.....	100,260,569
United Traction of Reading,	68	13	81	.....	.....	2,470,966
Valley, Sharon,	6	.....	6	.....	.....	280,809
Vallamont, Traction,	6	.....	6	.....	.....	110,742
Verona and Oakmont,	6	.....	6	14	7,982 22	420,072
Versailles Traction,	5	4	9	15	5,827 76	190,769
Warren,	6	1	7	12	3,201 00	284,924
Washington,	10	3	13	37	7,925 58	354,117
Waverly, Sayre and Athens Traction,	13	2	15	43	17,392 47	223,011
White Electric Traction,	2	.....	2	.....	.....	394,889
Wilkes-Barre and Wyoming Valley Traction,	144	6	150	218	139,894 00	6,562,171

Digitized by Google

Williamsport,	14	6	20	26	16,840 52	1,687,284
Wissahickon,	8	.....	8	24	15,165 65	.....
York,	24	10	34	41	21,483 90	1,175,421
Total,	3,319	534	3,853	8,394	$3,666,710 12	376,502,551

a. Included in report of lessee company.

Digitized by Google

TABLE G.—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Lehigh Valley Traction,		21		2		9		32
Altoona and Logan Valley,		4	1	1		1	1	6
Central Traction,				2		31		33
Chester Traction,	2	30				3	2	33
Citizens' Traction, Pittsburgh,	3	10	1	4		33	4	47
City, Altoona,		3		1	1	2	1	6
Connellsville, New Haven and Leisenring,					1	2	1	2
Delaware County and Philadelphia,					1		1	
Duquesne Traction,		25		3	2	20	2	48
East End,						1		1
Easton Transit Company,		15		3				18
Electric Traction,		129		24	18	87	18	240
Erie City Motor,		3						3
Federal Street and Pleasant Valley,			1		6		7	
Harrisburg Traction,	5						5	
Hestonville, Mantua and Fairmount,	2			1	3		5	1
Holmesburg Tacony and Frankford,		20	1				1	20
Johnstown,	1	3				9	1	12
Lebanon and Annville,						2		2
Lehigh Avenue,		7		5				12
Lehigh Traction, Hazleton,			1				1	
Lock Haven Traction,		1						1
Oil City,						1		1
Penn Traction,		10		1		5		16
People's, Beaver Falls,					2		2	
People's, Philadelphia,	1	26		2	8	25	9	53
People's, Nanticoke and Newport,		2						2
Philadelphia and West Chester Traction,		2						2
Pittsburgh, Allegheny and Manchester Traction,					2	8	2	8

Digitized by Google

Pittsburgh and Birmingham Traction,	3						3	
Pittsburgh, Crafton and Mansfield,	7	14					7	14
Pittsburgh Traction,		13		5	2	17	2	35
Pittsburgh and West End,		5						5
Pottstown,		1						1
Punxsutawney,						1		1
Reading Traction,		3				1		4
Reading and Womelsdorf,		4		1		1		6
Roxborough, Chestnut Hill and Norristown,		29		2		40		71
Schuylkill Electric,		3				5		8
Schuylkill Traction,		6			1	5	1	11
Schuylkill Valley Traction,	1	5					1	5
Scranton Traction,	1	4		1		30	1	35
Second Avenue Traction,	2	34	1	4	10	17	13	65
Shamokin,					1	1	1	1
South Side, Williamsport,		1				1		2
Sunbury and Northumberland,						2		2
Tarentum Traction,	1	1		1			1	2
Union Traction of Philadelphia,	2	35	4	2	13	27	19	64
United Traction of Reading,		1		1	2	3	3	5
Vallamont Traction,					1		1	
Versailles Traction,						1		1
Waverly, Sayre and Athens Traction,		4						4
Wilkes-Barre and Wyoming Valley Traction,	1	56			1	3	2	61
Williamsport,		1						1
Wissahickon,		1			1		1	1
York,				1				1
Total,	32	532	10	67	76	394	118	993

Digitized by Google

Digitized by Google

TABULATED RESULTS

COMPILED FROM CANAL REPORTS

Digitized by Google

TABLE A.—CANALS.

Name of Company.	Capital stock now outstanding.	Total amount of funded and floating debt.	Cost of canal and fixtures.	Length of main line of canal and branches.	Number of basins.	Number of locks.	Number of bridges.	Number of dams.	Number of boats owned by the company.
Delaware Division,	$1,633,350 00	$800,000 00	$2,433,350 00	60	.....	33	117	2	.....
Delaware and Hudson,	35,000,000 00	5,000,000 00	6,946,455 56	108	41	132	136	40	433
Lehigh Coal and Navigation,	14,366,650 00	18,809,250 00	1,969,475 61	48	4	58	10	9	193
Monongahela Navigation,	1,714,650 00	238,000 00	2,067,139 68	86	7	11	.....	7	3
Pennsylvania,	4,501,200 00	2,524,000 00	.....	144	25	71	318	8	213
Schuylkill Navigation,	3,962,262 00	8,494,872 86	12,464,600 36	.....	.....	.....	.....	.....	.....
Schuylkill Navigation Co. (Philadelphia and Reading R. R. Co., Lessee),	.....	.....	.....	108	6	71	120	30	.....
Susquehanna,	2,002,746 00	.....	5,581,720 64	30	.....	24	11	.....	.....
Total,	$63,180,858 00	$35,866,122 86	$31,462,751 85	584	83	400	712	96	842

Digitized by Google

TABLE B.—CANALS.

Name of Company	Tonnage—Gross amount of tonnage, including branches and leased canals.	Receipts, including tolls, rents, &c.	Expenses of operation, including interest, taxes, &c.	Dividends.	Surplus.
Delaware Division, a,	.....	$33,416 00	$29,100 00	$4,316 00	.....
Delaware and Hudson,	$712,151 00	44,683 41	230,560 63	.....	b$185,877 22
Lehigh Coal and Navigation,	409,684 00	1,727,326 42	1,358,321 06	573,866 00	b204,860 64
Monongahela Navigation,	.....	309,258 68	118,952 26	134,551 00	55,755 42
Pennsylvania,	286,659 00	58,412 47	68,517 50	.....	a10,105 03
Schuylkill Navigation,	70,070 00	39,233 43	38,865 69	.....	367 74
Susquehanna,	11,021 00	2,956 54	3,625 96	.....	b669 42
Total,	$1,489,585 00	$2,215,286 95	$1,847,943 00	$712,733 00	.....

a Operations included in report of Lehigh Coal and Navigation Company, Lessee.
b Deficit.

Digitized by Google

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF CAPITAL STOCK NOW OUTSTANDING.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96
Delaware and Hudson,	$30,000,000 00	$30,000,000 00	$30,000,000 00	$35,000,000 00	$35,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	14,366,650 00	14,366 650 00	14,366,650 00	14,366,650 00	14,366,650 00
Monongahela Navigation,	1,648,050 00	1,648,650 00	1,681,000 00	1,681,850 00	1,714,650 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,962,262 00	3,962 262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,749 00	2,002,746 00	2,002,746 00	2,002,746 00
Total,	$58,114,258 00	$58,114,858 00	$58,147,208 00	$63,148,058 00	$63,180,858 00

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF FUNDED AND FLOATING DEBT.

Name of Company	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Delaware and Hudson,	$9,829,000 00	.....	$9,829,000 00	$5,000,000 00	$5,000,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	14,969,250 00	$14,999,250 00	14,299,250 00	14,299,250 00	18,809,250 00
Monongahela Navigation,	253,962 79	251,099 00	250,289 50	250,000 00	238,000 00
Pennsylvania,	2,553,000 00	2,553,000 00	2,534,000 00	2,524,000 00	2,524,000 00
Schuylkill Navigation	8,494,872 86	8,494,872 86	8,494,872 86	8,494,872 86	8,494,872 86
Susquehanna,	2,950,919 91	2,952,405 42	3,490,828 09	3,627,215 91	.....
Total,	$39,851,005 56	$30,050,627 28	$40,398,240 45	$35,695,338 77	$35,866,122 86

Digitized by Google

COMPARATIVE STATEMENT FOR FIVE YEARS.—COST OF CANAL AND FIXTURES.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Delaware and Hudson,	$6,339,210 49	$6,339,210 49	$6,139,210 49	$6,930,158 49	$6,946,455 56
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,040,956 00	2,077 360 12	2,052,322 71	2,011,873 05	1,969,475 61
Monongahela Navigation,	1,919,115 83	1,918,629 83	1,960,264 97	2,030,189 15	2,067,139 38
Schuylkill Navigation Co. (P. & R. R. Co., Lessee),	12,461,600 36	12,464,600 36	12,464,600 36	12,464,600 36	12,464,600 36
Susquehanna,	4,391,345 53	4,931,345 53	5,452,018 66	5,584,730 64	5,581,730 64
Total,	$30,125,578 21	$30,064,416 33	$30,501,767 19	$31,454,892 69	$31,462,751 85

COMPARATIVE STATEMENT FOR FIVE YEARS—GROSS AMOUNT OF TONNAGE.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Delaware and Hudson,	1,237 444	1,155,272	980,814	1,285,169	712,151
Lehigh Coal and Navigation,	556,141	438,713	397,708	390,514	409,684
Pennsylvania,	377,878	340,771	302,868	267,057	288,659
Schuylkill Navigation,	111,385	70,604	63,312	75,958	70,670
Susquehanna,	40,852	38,773	49,758	37,534	11,021
Total,	2,323,700	2,063,933	1,794,538	2,056,232	1,489 585

Digitized by Google

COMPARATIVE STATEMENT FOR FIVE YEARS.—RECEIPTS.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Delaware Division,					$33,416 00
Delaware and Hudson,	$57,548 27	$62,188 89	$52,146 41	$42,289 85	44,683 41
Lehigh Coal and Navigation,	2,210,603 38	2,551,215 97	2,224,826 62	1,814,515 98	1,727,[illegible]26 42
Monongahela Navigation,	330,401 60	236,516 30	252,945 05	322,864 97	319 258 68
Pennsylvania,	129,499 91	102,796 00	109,740 68	86,778 59	58,412 47
Schuylkill Navigation Co. (P. & R. R. C., Lessee),	66,870 52	51 470 80	41,805 70	46,669 80	39,233 43
Susquehanna,	9,030 14	8,018 98	7,725 08	8,225 36	2,956 54
Total,	$2,803,953 82	$3,012,207 04	$2,689,189 54	$2,321,344 55	$2,215,286 95

COMPARATIVE STATEMENT FOR FIVE YEARS.—EXPENSES MAINTAINING AND OPERATING THE CANAL.

Name of Company.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
Delaware Division,					$29,100 00
Delaware and Hudson,	$228,325 55	$212,350 00	$211,522 30	$216,683 84	230,580 63
Lehigh Coal and Navigation,	133,811 99	129,796 26	156,097 49	151,715 85	1,358,321 06
Monongahela Navigation,	86,529 53	100,945 58	248,345 31	286,245 42	118,952 16
Pennsylvania,	102,271 87	100,159 71	156,426 10	85,429 95	68 517 50
Schuylkill Navigation Co. (P. & R. R. C., Lessee),	40,279 39	36,948 63	38,672 36	40,940 68	38,865 60
Susquehanna,	16,097 77	15 871 72	15,124 55	6,633 78	3,625 96
Total,	$607,416 10	$596,071 90	$826,188 11	$787,649 52	$1,847,943 00

Digitized by Google

TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

Digitized by Google

TELEGRAPH AND TELEPHONE TABLE A.—STOCK AND DEBT.

Name of Company.	Capital stock now outstanding.	Total amount of funded debt.	Unfunded debt.	Total capitalization.
American District Telegraph,	$400,000 00	.....	$8,623 81	$408,623 81
American Telegraph and Telephone,	250,000 00	.....	1,886,779 36	2,136,779 36
Atlantic and Ohio Telegraph,	650,000 00	.....	.....	650,000 00
Armstrong Telephone,	2,775 00	.....	.....	2,775 00
Baltimore and Ohio Telegraph of Pennsylvania,	20,000 00	.....	.....	20,000 00
Bell Telephone,	986,722 00	.....	236,523 52	1,223,245 52
Central District and Printing Telegraph,	1,996,000 00	.....	255,352 84	2,251,352 84
Central Pennsylvania Telephone and Supply,	852,000 00	114,000 00	4,863 90	970,863 90
Delaware and Atlantic Telegraph and Telephone,	10,000 00	.....	21,160 98	31,160 98
Farmington Telephone,	1,190 00	.....	.....	1,190 00
Lehigh Telegraph,	7,700 00	.....	.....	7,700 00
Lykens Telegraph and Telephone,	4,500 00	.....	20 94	4,520 94
McKeesport Telephone,	25,000 00	.....	11,000 00	36,000 00
National Telegraph,	10,000 00	.....	.....	10,000 00
New York and Pennsylvania Telegraph and Telephone,	733,000 00	150,000 00	215,672 24	1,098,672 24
Pacific and Atlantic Telegraph,	2,000,000 00	.....	.....	2,000,000 00
Pennsylvania Telephone,	599,466 67	.....	17,179 41	616,646 08
Philadelphia Local Telegraph,	200,000 00	.....	.....	200,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	200,000 00	73,176 51	293,176 51
Postal Telegraph,	50,000 00	.....	.....	50,000 00
Postal Telegraph and Cable Co. No. 1,	20,000 00	.....	19,650 00	39,650 00
Postal Telegraph and Cable Co. No. 2,	20,000 00	.....	13,820 00	33,820 00
Postal Telegraph and Cable Co. No. 3,	5,000 00	.....	.....	5,000 00
Rockhill Telegraph,	300 00	.....	101 06	401 06
Western Union Telegraph,	95,370,000 00	15,275,208 00	.....	110,645,208 00
Williamsport and North Branch Telephone,	3,950 00	.....	.....	3,950 00
Total,	$104,237,603 67	$15,739,208 00	$2,763,924 57	$122,740,736 24

Digitized by Google

TABLE B.—CHARACTERISTICS OF LINE.

Name of Company.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.		
								Males.	Females.	Total.
American District Telegraph,	$387,651 72	109	109	22	22	3,264	3,264	217	3	220
American Telegraph and Telephone,	2,120,614 40	1,219	1,219	.....	337	.....	618	61	50	111
Atlantic and Ohio Telegraph,‖	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Armstrong Telephone,	2,571 40	27	27	7	7	7	7	6	1	7
Baltimore and Ohio Telegraph of Pennsylvania,	.....	4	4	1	1	3	3	4	2	6
Bell Telephone,	1,228,860 61	.....	.....	6,685	6,685	15,637	15,637	358	202	560
Central District and Printing Telegraph,	1,086,567 15	19	17	.....	.....	13,593	9,682	622	385	1,007
Central Pennsylvania Telephone and Supply,	834,695 83	1,383	1,383	4,195	4,195	4,195	4,195	69	97	166
Delaware and Atlantic Telegraph and Telephone,	86,701 12	524	524	1,332	1,332	2,664	2,664	35	33	68
Farmington Telephone,	856 00	20	20	7	7	7	7	.....	.....	.....
Lehigh Telegraph,	5,000 00	126	.....	.....	6	.....	15	.....	.....	17
Lykens Telegraph and Telephone,	5,165 91	85	85	.....	.....	28	28	.....	.....	.....
McKeesport Telephone,	38,441 23	400	400	2	2	360	360	10	6	16
National Telegraph,‖	.....	949	45	.....	4	.....	35	4	.....	4
New York and Pennsylvania Telegraph and Telephone,	1,114,221 48	1,387	460	3,716	1,400	7,432	2,800	81	99	180
Pacific and Atlantic Telegraph,‖	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania Telephone,	488,807 57	212	182	30	25	3,231	1,804	52	57	109
Philadelphia Local Telegraph,	86,760 00	27	27	65	65	315	315	60	40	100
Philadelphia, Reading and Pottsville Telegraph,	288,887 42	1,010	1,010	512	512	1,009	1,009	789	22	811
Postal Telegraph,	215,200 00	250	240	.....	45	.....	50	.....	.....	80
Postal Telegraph and Cable Company No. 1,	39,650 00	117	.....	.....	4	.....	500	.....	.....	130
Postal Telegraph and Cable Company No. 2,	33,820 00	211	211	.....	9	.....	25	.....	.....	159
Postal Telegraph and Cable Company No. 3,	5,020 00	32	32	.....	4	.....	12	.....	.....	32
Rockhill Telegraph,	4,220 13	32	32	8	8	8	8	8	.....	8
Western Union Telegraph,	.....	189,918	5,371	21,725	1,730	.....	.....	32,615	2,497	35,112
Williamsport and North Branch Telephone,	3,950 00	99	99	18	18	18	18	1	1	2
Total,	$8,077,661 97	198,160	11,495	38,325	16,418	41,771	43,056	34,992	3,494	38,905

‖ Included in the report of the Western Union Telegraph Company.

Digitized by Google

TABLE C.—RECEIPTS AND EXPENSES.

Name of Company.	Total receipts.	Total expenses, exclusive of betterments.	Dividends.	Surplus from operating.	Deficit from operating.
American District Telegraph,	$133,293 24	$112,769 62	$16,000 00	$5,523 62	
American Telegraph and Telephone,	214,480 00	132,857 32		81,622 68	
Atlantic and Ohio Telegraph, d					
Armstrong Telephone,	456 00	65 66	97 00	323 34	
Baltimore and Ohio Telegraph of Pennsylvania,	1,342 91	995 25		347 66	
Bell Telephone,	641,623 41	533,415 35	92,785 50	993 56	
Central District and Printing Telegraph, b,	965,943 83	845,020 87	584,314 00		463,391 04
Central Pennsylvania Telephone and Supply,	252,623 56	199,618 95	36,210 00	16,794 61	
Delaware and Atlantic Telegraph and Telephone,	76,854 26	75,422 83	1,200 00	231 43	
Farmington Telephone,	106 95	102 50		4 45	
Lehigh Telegraph,	4,180 66	6,766 40			2,585 74
Lykens Telegraph and Telephone,	949 41	598 80		350 61	
McKeesport Telephone, f	5,621 70	3,180 47		2,441 23	
National Telegraph, e	64 80	299 76			234 96
New York and Pennsylvania Telegraph and Telephone,	208,532 70	158,255 91	43,917 00	6,359 79	
Pacific and Atlantic Telegraph, d					
Pennsylvania Telephone,	208,806 00	150,848 63	29,961 90	27,985 47	
Philadelphia Local Telegraph,	52,136 76	32,115 73	18,500 00	1,521 03	
Philadelphia, Reading and Pottsville Telegraph,	97,268 54	92,289 91	3,000 00	1,978 63	
Postal Telegraph,	13,236 76	62,281 99			49,045 23
Postal Telegraph and Cable Co. No. 1,	24,194 98	29,000 60			4,805 62
Postal Telegraph and Cable Co. No. 2,	16,088 88	20,257 47			4,168 59
Postal Telegraph and Cable Co. No. 3,	4,380 46	4,450 55			70 09

Digitized by Google

Rockhill Telegraph, c	.....	.....	.....	.....	.....
Western Union Telegraph,	22,612,736 28	17,648,713 90	4,767,805 00	196,217 38	.....
Williamsport and North Branch Telephone, a	.....	.....	.....	.....	.....
Total,	$25,534,952 09	$20,109,328 47	$5,593,790 40	$342,695 49	$524,301 27

a Included in report of Williamsport and North Branch R. R.
b The amount given for receipts does not include $807,000 received during the year on capital stock.
c Included in report of East Broad Top R. R.
d Included in report of Western Union Telegraph Company.
e The amounts given are only for lines in Pennsylvania.
f The amount given for receipts does not include $4,500 received for bonds issued during the year.

Digitized by Google

Digitized by Google

INDEX.

Page.

Communication to the Governor, ... i
Letter of transmittal, ... iii
Penalties imposed on account of failure to report, ... v
Tables prepared, ... vi
Stock capitalization (steam), ... viii
Dividends (steam), ... ix
Funded indebtedness (steam), ... x
Cost of road and equipment (steam), ... xii
Equipment (steam), ... xiii
Abuses caused by the use of shippers' cars, ... xiv
Mileage (steam), ... xvi
Employes and compensation (steam), ... xix
Number of passengers carried (steam), ... xxiii
Tonnage (steam), ... xxiv
Rates of transportation (steam), ... xxv
Earnings and income (steam), ... xxx
Passenger earnings (steam), ... xxx
Freight earnings (steam), ... xxx
Other earnings from operations (steam), ... xxxi
Accidents (steam), ... xxxi
National Convention of Railway Commissioners, ... xxxv
Regulations of State and inter-State electric railways..... xxxvi
Street railways, ... xliii
Stocks, bonds and total capitalization (street), ... xlv
Cost of road and equipment (street), ... xlvii
Equipment, persons employed and passengers carried (street)..... xlviii
Mileage (street), ... xlix
Income and expenses (street), ... l
Accidents (street), ... l
Steam railroads not in operation, ... liii
Street railways not in operation, ... lv
Delinquent corporations, ... lviii
Consolidations, ... lviii
Roads abandoned, ... lix
Roads stricken from list, ... lx

STEAM RAILROAD COMPANIES.

Addison and Pennsylvania, ... 3
Allegheny and Kinzua, ... 4
Allegheny and South Side, ... 6

Digitized by Google

Page

Allegheny Valley, ... 7
Allentown, ... 8
Allentown Terminal, ... 9
Altoona, Clearfield and Northern, ... 10
Altoona and Philipsburg Connecting, ... 12
Arnot and Pine Creek, ... 13
Bald Eagle Valley, ... 14
Baltimore and Cumberland Valley, ... 15
Baltimore and Cumberland Valley Extension, ... 16
Baltimore and Harrisburg, ... 17
Baltimore and Harrisburg, Western Extension, ... 19
Baltimore and Philadelphia, ... 20
Bangor and Portland, ... 21
Barclay, ... 23
Bare Rock, ... 24
Beaver and Elwood, ... 25
Beaver Meadow, Trescow and New Boston, ... 26
Bedford and Bridgeport, ... 27
Beech Creek, ... 28
Bellefonte Central, ... 30
Belvidere-Delaware, ... 31
Berlin, ... 32
Berlin Branch, ... 34
Big Level and Kinzua, ... 35
Bloomsburg and Sullivan, ... 36
Bradford, Bordell and Kinzua, ... 37
Bradford and Western Pennsylvania, ... 38
Brockport and Shawmut, ... 40
Brownstone and Middletown, ... 41
Buffalo, Bradford and Pittsburgh, ... 42
Buffalo, Rochester and Pittsburgh, ... 43
Buffalo and Susquehanna, ... 45
Bustleton, ... 47
Cambria and Clearfield, ... 48
Cammal and Black Forest, ... 49
Catasauqua and Fogelsville, ... 50
Catawissa, ... 51
Central Pennsylvania and Western, ... 52
Central Railroad Company of Pennsylvania, ... 53
Central Trunk, ... 54
Chambersburg and Gettysburg, ... 55
Chartiers, ... 56
Chartiers (Pittsburgh, Cincinnati, Chicago and St. Louis Co., lessee), ... 58
Chester Creek, ... 58
Chester and Delaware River, ... 60
Chestnut Hill, ... 61
Clarion River, ... 62
Clearfield and Mahoning, ... 63
Cleveland and Pittsburgh, ... 64
Cleveland and Pittsburgh (Pennsylvania Company operating), ... 65
Colebrookdale 66
Columbia and Port Deposit, ... 67

Digitized by Google

Page.
Connecting, ... 69
Cornwall, ... 70
Cornwall and Lebanon, ... 71
Confluence and Oakland, ... 73
Coudersport and Port Allegheny, ... 74
Cresson and Irvona, ... 75
Cumberland Valley, ... 76
Delaware and Hudson Canal Company's Railroad, ... 78
Delaware, Lackawanna and Western, ... 81
Delaware River Railroad and Bridge Company, ... 83
Delaware, Susquehanna and Schuylkill, ... 85
Dillsburg and Mechanicsburg, ... 86
Downingtown and Lancaster, ... 88
Dunkirk, Allegheny Valley and Pittsburgh, ... 89
Eagles Mere, ... 90
East Broad Top, ... 91
East Mahanoy, ... 93
East Pennsylvania, ... 94
Easton and Northern, ... 95
Ebensburg and Black Lick, ... 96
Elmira and Williamsport, ... 97
Ellwood Connecting, ... 99
Ellwood Short Line, ... 100
Emporium and Rich Valley, ... 101
Engleside, ... 102
Erie, ... 103
Erie and Pittsburgh, ... 105
Erie and Pittsburgh (Pennsylvania Company operating), ... 107
Erie and Wyoming Valley, ... 107
Fair Hill, ... 109
Fairmount, Morgantown and Pittsburgh, ... 110
Fall Brook, ... 111
Falls Creek, ... 113
Fayette County, ... 114
Gettysburg and Harrisburg, ... 115
Greenlick, ... 116
Hanover and Newport, ... 117
Hanover and York, ... 119
Harrisburg, Portsmouth, Mount Joy and Lancaster, ... 120
Hunter's Run and Slate Belt, ... 121
Huntingdon and Broad Top Mountain, ... 123
Ironton, ... 124
Jamestown and Franklin, ... 125
Jefferson, ... 126
Johnsonburg, ... 127
Johnsonburg and Bradford, ... 128
Junction, ... 129
Kane and Elk, ... 130
Kensington and Tacony, ... 131
Kishwaukee Mineral Springs Railroad, ... 133
Ketner, St. Mary's and Shawmut, ... 134
Kinzua Creek and Kane, ... 135

Digitized by Google

Page.
Kinzua Hemlock, ... 136
Kinzua Valley, ... 137
Kishacoquillas Valley, ... 138
Lackawanna and Montrose, ... 139
Lancaster, Oxford and Southern, ... 141
Lancaster and Reading Narrow Gauge, ... 142
Langhorne and Bristol, ... 143
Lake Shore and Michigan Southern, ... 144
Lehigh and New England, ... 146
Lehigh and Lackawanna (financial report), ... 148
Lehigh and Lackawanna (operating report), ... 148
Lehigh and Susquehanna (financial report), ... 149
Lehigh and Susquehanna (operating report), ... 150
Lehigh Valley, ... 150
Lewisburg and Tyrone, ... 179
Ligonier Valley, ... 180
Little Saw Mill Run, ... 181
Little Schuylkill Navigation, ... 182
Loyalsock, ... 184
Lykens Valley, ... 185
McKeesport Connecting, ... 187
Mahoning Valley, ... 188
Mahoning State Line, ... 189
Meadville, Conneaut Lake and Linesville, ... 190
Medix Run, ... 191
Middletown and Hummelstown, ... 192
Mifflin and Centre County, ... 193
Mill Creek and Mine Hill, ... 194
Mine Hill and Schuylkill Haven, ... 195
Monongahela Connecting, ... 197
Mohnsville and Adamstown, ... 198
Mont Alto, ... 199
Montour, ... 200
Montrose, ... 201
Mount Carbon and Port Carbon, ... 202
Mount Carmel and Natalie, ... 203
Mount Jewett, Kinzua and Ritersville 204
Mount Jewett and Smethport, ... 206
Mount Penn Gravity, ... 207
Mount Pleasant and Broadford, ... 208
Mount Pleasant and Latrobe, ... 209
Nescopec, ... 210
Nesquehoning Valley, ... 211
Neversink Mountain, ... 212
New Castle and Beaver Valley, ... 213
New Castle and Beaver Valley (Pennsylvania Company operating), ... 214
New Castle and Butler, ... 215
New Castle and Shenango Valley, ... 216
New Haven and Dunbar, ... 217
Newport and Sherman's Valley, ... 218
New York, Lake Erie and Western, ... 219
New York, Lake Erie and Western Coal, ... 221

Digitized by Google

Page.
New York, Lackawanna and Western, ... 222
New York, Chicago and St. Louis, ... 223
New York and North Pennsylvania, ... 225
Nypano, ... 226
New York, Susquehanna and Western, ... 227
Nittany Valley, ... 229
Northern Central, ... 231
North Bend and Kettle Creek, ... 233
North East Pennsylvania, ... 234
North Pennsylvania, ... 235
North and West Branch, ... 237
Ohio and Baltimore Short Line, ... 238
Ohio Connecting, ... 239
Ohio Connecting (operating report), ... 240
Olean, Oswego and Eastern, ... 241
Ontario, Carbondale and Scranton, ... 242
Oregon and Texas, ... 244
Pennsylvania, ... 245
Pennsylvania Company, ... 287
Pennsylvania and New York Canal and Railroad, ... 289
Pennsylvania, Schuylkill Valley, ... 290
Pennsylvania and North Western, ... 291
Penn Gas Coal Company's Railroad, ... 293
People's, ... 293
Perkiomen, ... 295
Perry County, ... 296
Philadelphia and Baltimore Central, ... 297
Philadelphia Belt Line, ... 299
Philadelphia and Chester Valley, ... 300
Philadelphia and Delaware County, ... 301
Philadelphia and Erie, ... 303
Philadelphia and Frankford, ... 304
Philadelphia, Germantown and Chestnut Hill, ... 305
Philadelphia, Germantown and Norristown, ... 306
Philadelphia, Harrisburg and Pittsburgh, ... 308
Philadelphia, Newtown and New York, ... 309
Philadelphia and Reading, ... 310
Philadelphia and Reading Terminal, ... 328
Philadelphia and Trenton, ... 329
Philadelphia, Wilmington and Baltimore, ... 331
Pickering Valley, ... 334
Pine Creek, ... 335
Pine Creek (Fall Brook Railroad Company, lessee and operator), ... 336
Pittsburgh and Castle Shannon, ... 338
Pittsburgh Chartiers and Youghiogheny, ... 339
Pittsburgh, Cincinnati, Chicago and St. Louis, ... 341
Pittsburgh and Connellsville, ... 344
Pittsburgh, Fort Wayne and Chicago, ... 345
Pittsburgh, Fort Wayne and Chicago (Pennsylvania Company operating), .. 346
Pittsburgh Junction, ... 347
Pittsburgh and Lake Erie, ... 349
Pittsburgh Lisbon and Western, ... 351

Digitized by Google

Page.
Pittsburgh, Marion and Chicago, ... 353
Pittsburgh, McKeesport and Youghiogheny, ... 354
Pittsburgh and Moon Run, ... 356
Pittsburgh and Northern, ... 357
Pittsburgh, Shenango and Lake Erie, ... 358
Pittsburgh, Virginia and Charleston, ... 361
Pittsburgh and Western, ... 363
Pittsburgh, Youngstown and Ashtabula, ... 364
Pittsburgh, Youngstown and Ashtabula (Pennsylvania Company operating), ... 366
Plymouth, ... 366
Pomeroy and Newark, ... 367
Reading and Columbia, ... 369
Reading, Marietta and Hanover, ... 370
Reynoldsville and Falls Creek, ... 372
Ridgway and Clearfield, ... 373
River Front, ... 374
Rochester, Beaver Falls and Western, ... 375
Rochester, Beaver Falls and Western (Pennsylvania Company operating), 376
Rupert and Bloomsburg, ... 377
Saint Mary's and Southwestern, ... 378
Salisbury, ... 379
Schuylkill and Lehigh, ... 380
Schuylkill and Lehigh Valley, ... 381
Schuylkill River, East Side, ... 382
Schuylkill Valley, ... 384
Shamokin, Sunbury and Lewisburg, ... 385
Shamokin Valley and Pottsville, ... 386
Sharon, ... 387
Sharpsville, ... 389
Shenango Valley, ... 390
Slackwater Connecting, ... 391
Slate Run, ... 392
Somerset and Cambria, ... 393
South Chester, ... 394
South Easton and Phillipsburg, ... 395
South Fork, ... 397
South Shore, ... 398
South West Pennsylvania, ... 399
Southern Pennsylvania, ... 400
State Line, ... 401
State Line and Sullivan, ... 403
Stewart, ... 404
Stewartstown, ... 405
Stony Creek, ... 406
Sugar Run, ... 407
Sunbury, Hazleton and Wilkes-Barre, ... 409
Sunbury and Lewistown, ... 410
Susquehanna and Buffalo, ... 411
Susquehanna and Clearfield, ... 412
Tamaqua, Hazleton and Northern, ... 413
Tladaghton and Fahnestalk, ... 414

Digitized by Google

Page.
Tioga, ... 415
Tionesta Valley, ... 417
Tionesta Valley and Hickory Run, ... 418
Tionesta Valley and Salmon Creek, ... 419
Tipton, ... 420
Trenton Delaware Bridge Company, ... 422
Trenton Cut-off, ... 423
Trescow, ... 424
Tuscarora Valley, ... 425
Tyrone and Clearfield, ... 426
Union, ... 427
Ursini and North Fork, ... 429
Valley, ... 430
Waynesburg and Washington, ... 431
West Chester, ... 432
Western Maryland, ... 433
Western New York and Pennsylvania, ... 435
Western Pennsylvania, ... 437
Wheeling, Pittsburgh and Baltimore, ... 438
Wilcox, ... 440
Wilkes-Barre and Eastern, ... 441
Wilkes-Barre and Harvey's Lake, ... 442
Wilkes-Barre and Scranton, ... 443
Williamsport and North Branch, ... 444
Williams Valley, ... 445
Wilmington and Northern, ... 446
Wind Gap, ... 448
York Southern, ... 449
Youghiogheny, Northern, ... 450

STREET RAILWAY COMPANIES.

Allentown, ... 455
Allentown and Bethlehem, ... 456
Allentown and Lehigh Valley Traction, ... 457
Allegheny Traction, ... 458
Altoona and Logan Valley, ... 459
Ashland, Locust Dale and Centralia, ... 460
Aspinwall, ... 461
Beaver Valley Street, ... 461
Beaver Valley Traction, ... 462
Bellefield, ... 463
Bethlehem and Allentown, ... 464
Bethlehem and South Bethlehem, ... 465
Blakely and Dickson Traction, ... 466
Bloomfield, ... 466
Braddock Electric, ... 467
Braddock, Wilmerding and Pitcairn, ... 468
Carbondale Traction, ... 468
Carbon County, ... 469
Catasauqua and Northern, ... 470
Catharine and Bainbridge Streets, ... 471
Centennial, ... 472

Digitized by Google

Page.
Central Electric, ... 473
Central Traction, ... 474
Central Passenger, ... 474
Chelton Avenue, ... 475
Chester, ... 476
Chester, Darby and Philadelphia, ... 477
Chester and Media, ... 478
Chester Traction Company, ... 479
Citizens', Harrisburg, ... 481
Citizens', Norristown, ... 482
Citizens', Philadelphia, ... 483
Citizens', Pittsburgh, ... 484
Citizens' Traction, Pittsburgh, ... 484
Citizens', Clearfield and Cambria Streets, ... 486
Citizens', East End, ... 487
City, Altoona, ... 487
Coalville, ... 488
College and Grand View, ... 489
Connellsville, New Haven and Leisenring, ... 490
Conshohocken, ... 491
Consolidated Traction, ... 492
Continental, ... 493
Cumberland Valley Traction, ... 494
Delaware County and Philadelphia, ... 495
Du Bois Traction, ... 496
Duquesne Traction, ... 497
East End, ... 498
East Harrisburg, ... 499
East Reading, ... 499
Easton and Bethlehem Transit, ... 500
Easton Transit, ... 501
Electric Traction, ... 503
Empire, ... 504
Erie City, ... 505
Erie Electric, ... 506
Federal Street and Pleasant Valley, ... 507
Frankford and Southwark, ... 508
Franklin, ... 509
Fort Pitt Street, ... 511
Fort Pitt Traction, ... 511
Germantown, ... 512
Gettysburg, ... 513
Girard Avenue, ... 514
Glenwood and Dravosburg Electric, ... 515
Green and Coates Streets, ... 516
Greensburg and Hempfield, ... 517
Greensburg, Jeannette and Pittsburgh, ... 518
Gross Street, ... 519
Hanover and McSherrytown, ... 519
Harrisburg City, ... 520
Harrisburg Traction, ... 521
Harrisburg and Mechanicsburg, ... 522

Digitized by Google

Page.
Hestonville, Mantua and Fairmount, ... 523
Highland Park 524
Homestead and Highlands, ... 525
Holmesburg, Tacony and Frankford, ... 526
Huntingdon Street Connecting, ... 527
Johnstown, ... 528
Kessler Street Connecting, ... 529
Lancaster and Columbia, ... 530
Lebanon and Annville, ... 531
Lebanon and Myerstown, ... 532
Lehigh Avenue, ... 533
Lehigh Traction Company, ... 534
Lehigh Valley Traction, ... 535
Lock Haven, ... 536
Lock Haven Traction, ... 536
McKeesport, Duquesne and Wilmerding, ... 537
McKeesport and Port Vue, ... 538
McKeesport and Reynoldton, ... 539
Mahanoy City, Shenandoah, Girardville and Ashland, ... 540
Marshall Street, ... 541
Middletown, Highspire and Steelton, ... 542
Millvale and Forty-third Street and Bloomfield, ... 543
Millvale, Etna and Sharpsburg, ... 544
Monongahela City, ... 544
Nanticoke, ... 545
New Castle Electric, ... 546
Negley Street, ... 547
Newtown, Langhorne and Bristol, ... 547
Norristown, ... 549
Northern, ... 549
Oil City, ... 550
Patterson Heights, ... 551
Penn Street, ... 552
Pennsylvania Motor, ... 552
Pennsylvania Traction, ... 553
People's, Beaver Falls, ... 554
People's, Philadelphia, ... 555
People's, Scranton, ... 557
People's, Nanticoke, ... 557
Philadelphia, Cheltenham and Jenkintown, ... 558
Philadelphia City, ... 559
Philadelphia and Darby, ... 560
Philadelphia and Gray's Ferry, ... 561
Philadelphia Traction, ... 562
Philadelphia and West Chester, ... 563
Pittsburgh, Allegheny and Manchester Passenger, ... 564
Pittsburgh, Allegheny and Manchester Traction, ... 565
Pittsburgh and Birmingham Traction, ... 566
Pittsburgh, Crafton and Mansfield, ... 568
Pittsburgh, Glenwood and Homestead, ... 569
Pittsburgh, Neville Island and Coraopolis, ... 569
Pittsburgh Oakland and East Liberty, ... 571

Digitized by Google

Page.
Pittsburgh Traction, ... 571
Pittsburgh Union, ... 573
Pittsburgh and West End, ... 574
Pittston, ... 575
Plymouth, ... 576
Pittston, Moosic and Pleasant Valley, ... 577
Pottstown, ... 577
Punxsutawney, ... 578
Reading City, ... 579
Reading Traction, ... 580
Reading and South Western, ... 582
Reading and Temple, ... 583
Reading and Womelsdorf, ... 584
Ridge Avenue Connecting, ... 585
Ridge Avenue, ... 586
Ringing Rocks, ... 587
Roxborough, Chestnut Hill and Norristown, ... 588
Schenley Park and Highland, ... 589
Schuylkill, ... 590
Schuylkill River, ... 592
Schuylkill Traction, ... 593
Schuylkill Valley Traction, ... 594
Scranton, ... 596
Scranton Traction, ... 596
Scranton Suburban, ... 598
Scranton and Carbondale Traction, ... 598
Scranton and Pittston Traction, ... 599
Second Avenue, ... 600
Second Avenue Traction 601
Second Avenue Traction, ... 613
Second and Third Streets, ... 602
Seventeenth and Nineteenth Streets, ... 603
Shamokin, ... 604
Shamokin and Mt. Carmel, ... 605
South Side, Pittsburgh, ... 606
South Side, Williamsport, ... 607
Stroudsburg, ... 608
Suburban Rapid Transit, ... 609
Sunbury and Northumberland, ... 610
Tamaqua and Pottsville, ... 611
Tarentum Traction, ... 612
Thirteenth and Fifteenth Streets, ... 614
Twenty-second and Allegheny Avenue, ... 615
Union, Philadelphia, ... 616
Union, Chester, ... 617
Union Traction, Philadelphia, ... 617
United Traction, ... 619
Uniontown, ... 620
Vallamont, ... 621
Valley, ... 622
Versailles Traction, ... 623
Walnut Street Connecting, ... 624

Digitized by Google

Page.
Warren, ... 625
Washington, ... 626
Waverly, Sayre and Athens Traction, ... 627
West Chester, ... 628
West Philadelphia, ... 629
West Pittston and Wyoming, ... 630
White Electric Traction, ... 631
Wilkes-Barre and Kingston, ... 631
Wilkes-Barre and East Side, ... 632
Wilkes-Barre and Suburban, ... 633
Wilkes-Barre and West Side, ... 634
Wilkes-Barre and Wyoming Valley Traction, ... 635
Williamsport, ... 636
Wissahickon, ... 638
York, ... 639

CANAL AND NAVIGATION COMPANIES.

Delaware and Hudson, ... 643
Delaware Division, ... 643
Lehigh Coal and Navigation, ... 644
Monongahela Navigation, ... 645
Pennsylvania Canal, ... 646
Schuylkill Navigation, ... 647
Schuylkill Navigation (Philadelphia and Reading Railroad Company lessee), ... 648
Susquehanna Canal, ... 648

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph, ... 653
American Telegraph and Telephone, ... 654
Armstrong Telephone, ... 655
Atlantic and Ohio Telegraph, ... 655
Baltimore and Ohio Telegraph, ... 656
Bell Telephone, ... 657
Central District and Printing Telegraph, ... 658
Central Pennsylvania Telephone, ... 659
Delaware and Atlantic Telegraph and Telephone, ... 661
Farmington Telephone, ... 662
Lehigh Telegraph, ... 662
Lykens Telegraph and Telephone, ... 663
McKeesport Telephone, ... 664
National Telegraph, ... 665
New York and Pennsylvania Telephone and Telegraph, ... 665
Pacific and Atlantic, ... 666
Pennsylvania Telephone, ... 667
Philadelphia Local Telegraph, ... 668
Philadelphia, Reading and Pottsville Telegraph, ... 669
Postal Telegraph, ... 670
Postal Telegraph and Cable No. 1, ... 671
Postal Telegraph and Cable No. 2, ... 671
Postal Telegraph and Cable No. 3 672
Rockhill Telegraph, ... 673

Digitized by Google

Page.
Western Union Telegraph, ... 674
Williamsport and North Branch Telephone, ... 675

TABULATED STATEMENTS.

STEAM RAILROADS.

Table A—Stock and dividends, ... 678
Table B—Debt and interest, ... 685
Table C—Cost of road and equipment, ... 694
Table D—Mileage, ... 703
Table E—Equipment and persons employed, ... 713
Table F—Train mileage, ... 722
Table G—Number of passengers carried, cost per mile, etc., ... 726
Table H—Kind of freight carried, in tons, ... 730
Table I—Quantity of freight carried, cost per ton, etc., ... 735
Table J—Earnings and income during the year, ... 740
Table K—Expenses during the year, ... 748
Table L—Accidents, ... 761
Comparative statement of funded and floating debt for five years, ... 764
Comparative statement of cost of road and equipment for five years, ... 772
Comparative statement of passengers carried for five years, ... 781
Comparative statement of tonnage for five years, ... 785
Comparative statement of earnings and income for five years, ... 790
Comparative statement of expenses for five years, ... 798
Comparative statement of accidents for five years, ... 806

STREET PASSENGER RAILWAYS.

Table A—Stock and debt, ... 812
Table B—Cost of road and equipment, ... 818
Table C—Income, ... 824
Table D—Disbursements, ... 828
Table E—Mileage, ... 834
Table F—Equipment, persons employed and passengers carried, ... 842
Table G—Accidents, ... 846

CANALS.

Table A—Stock, debt, cost of canal, etc., ... 850
Table B—Tonnage, receipts, expenses, etc., ... 851
Comparative statement of capital stock now outstanding for five years, ... 852
Comparitave statement of funded and floating debt for five years, ... 852
Comparative statement of cost of canal and fixtures for five years, ... 853
Comparative statement of tonnage for five years, ... 853
Comparative statement of expenses for five years, ... 854
Comparative statement of receipts for five years, ... 854

TELEGRAPH AND TELEPHONES.

Table A—Stock and debt, ... 856
Table B—Cost and characteristics 857
Table C—Expenses and receipts, ... 858

Digitized by Google

274 Penn.-Bureau of railways 27260, 1895/96 cop.1
Annual report

DATE	NAME	DATE

Digitized by Google

Digitized by Google